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ROD ACTION

ROD ACTION

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- MAKE SUNKEN PLATES FOR CUSTOMS

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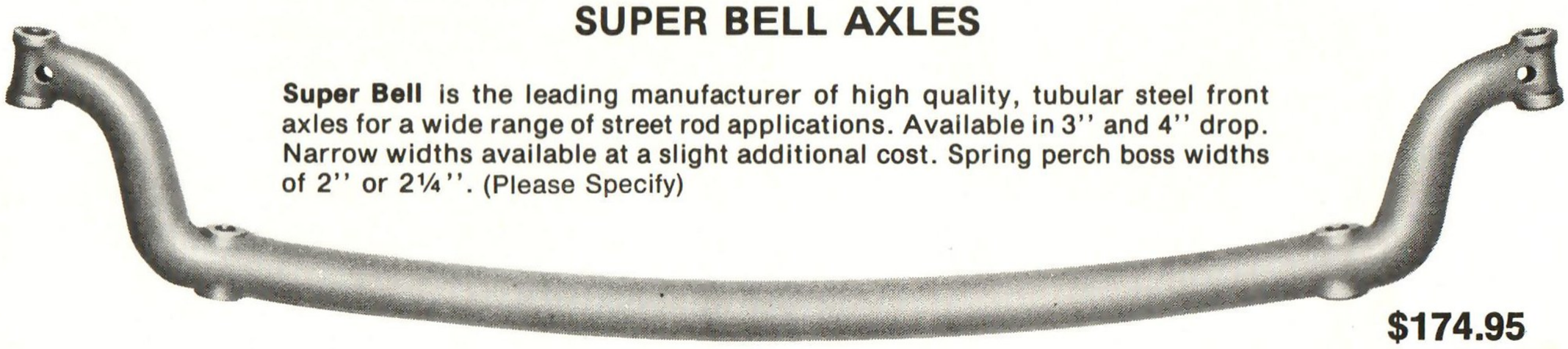
SUPER BELL AXLES



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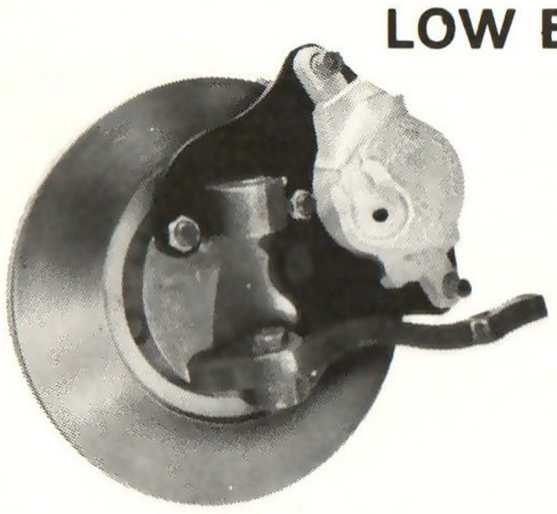

Adapts **Most** '70 thru '77 intermediate GM calipers and rotors to '37 thru '48 Ford spindles. This is the super economy package. Not just because of the price of the kit, but the availability of parts in your local boneyard.

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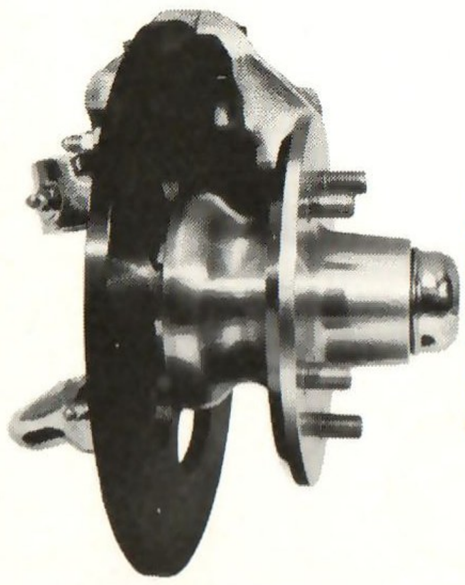

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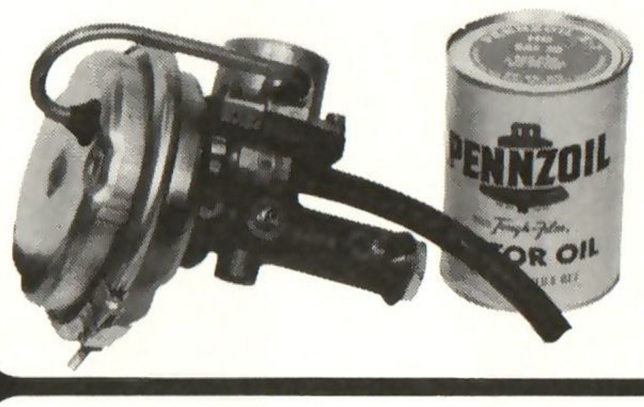

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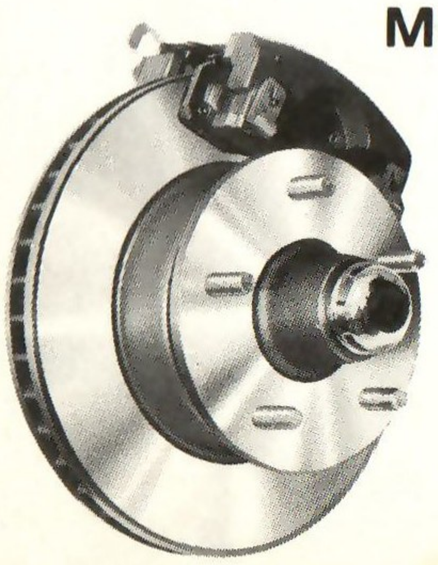

This kit provides our beefiest stopping system. Adapts a wide range of Ford rotors and calipers to '39 thru '48 passenger or **Super Bell** spindles. Even works on '48 and later pick-up hardware. (Please specify.)

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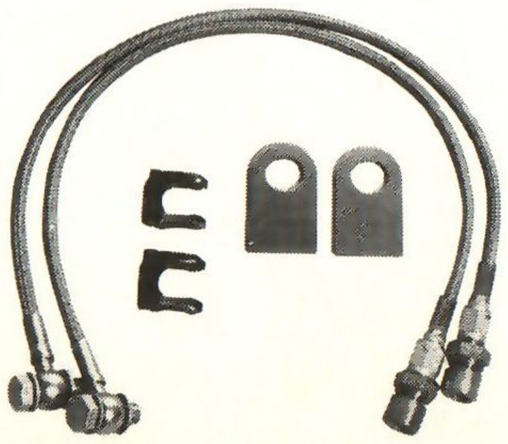

Super Bell carries a large supply of brake lines, custom fitted for street rod applications, with the proper connectors on each end. No messy jury rigging with these.

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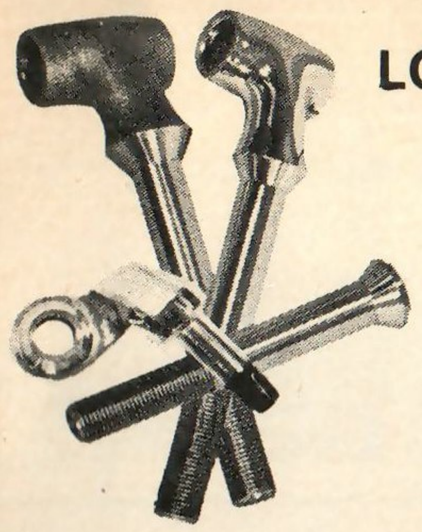

'28 thru '34 Fords with ¾'' I.D. shackle bushing hole. Also '35 Ford and later. Available chrome plated.

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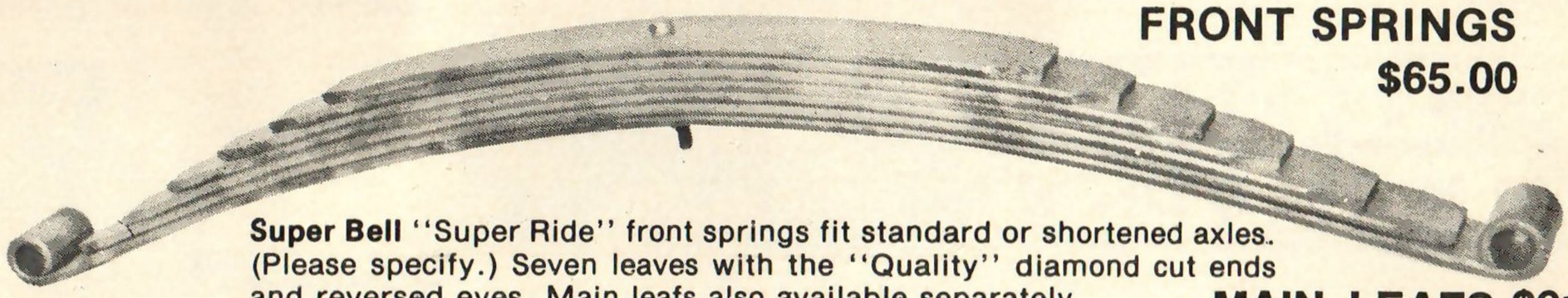

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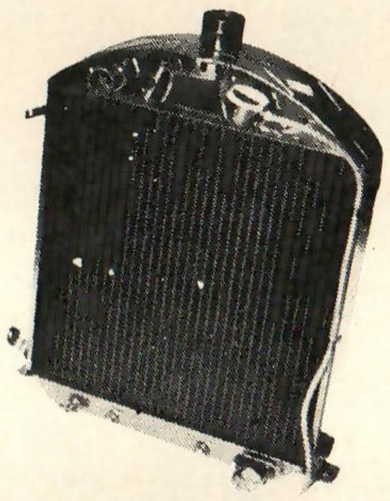

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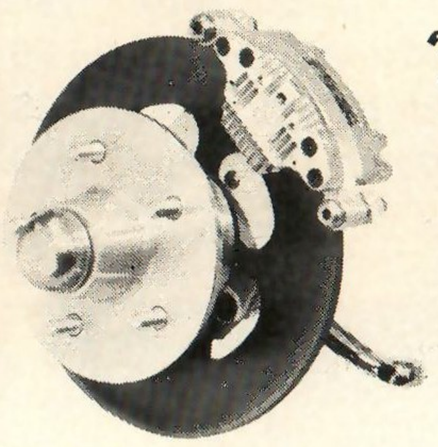

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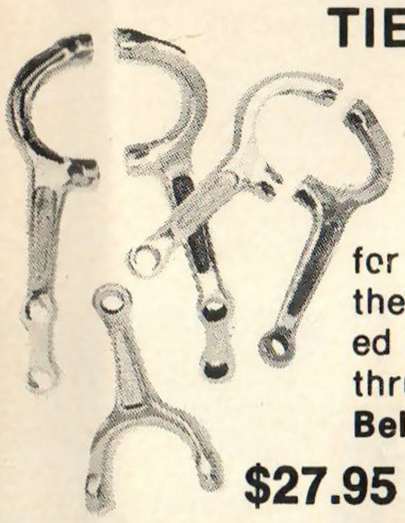

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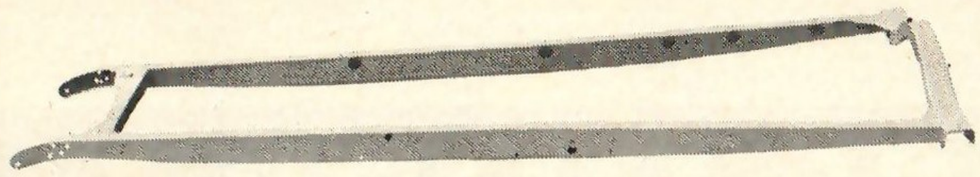
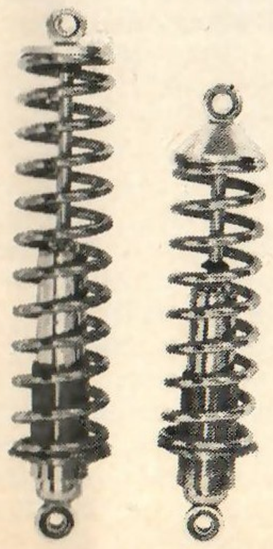


COIL OVER SHOCKS



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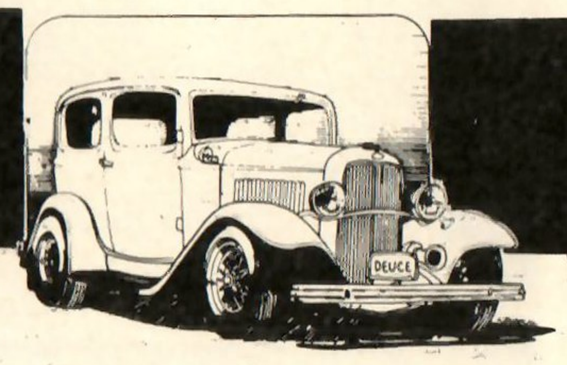
ROD ACTION

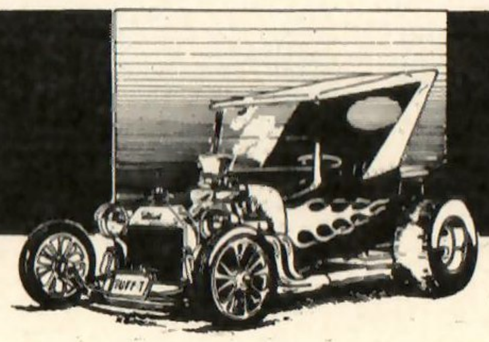
VOLUME 12, NUMBER 5 MAY 1983

OF RODDING INTEREST



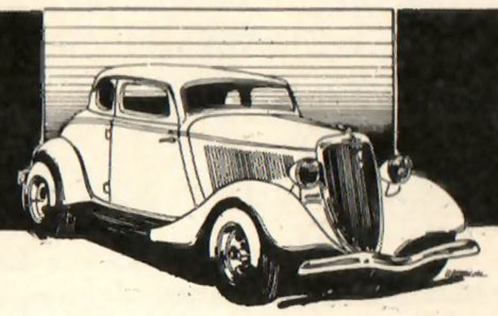
A CLASSIC STORY .... *New instruments for the old look*...20
WINDSHIELD ROT ..... *Repairing a hidden problem*...26
SUNKEN LICENSE PLATE ..*Smoothing out the rough spots*...28
HOW TO FILL A TOP ..... *Filling in the gaps*...66

RODDERS RODS



WILD AND WOOLLY WILLYS ..... *'38 Willys Coupe*...34
HOT SLED ..... *'51 Mercury 4-Door Convertible*...36
WEBBERFULL ..... *'32 Ford Highboy*...44
LOWERED LID ..... *'29 Ford Tudor*...52
ASPHALT DELIGHT ..... *'32 Ford Sedan*...60

ROD ACTION INVOICE



ONE WAY 6
TWO WAY 8
MAGOO KNOWS 10
'50s FLASHBACK 12
SHOW 'N' SHINE 14
N.S.R.A. 16
WIRE WORKS 18
NEW PRODUCTS 75
COMING EVENTS 80

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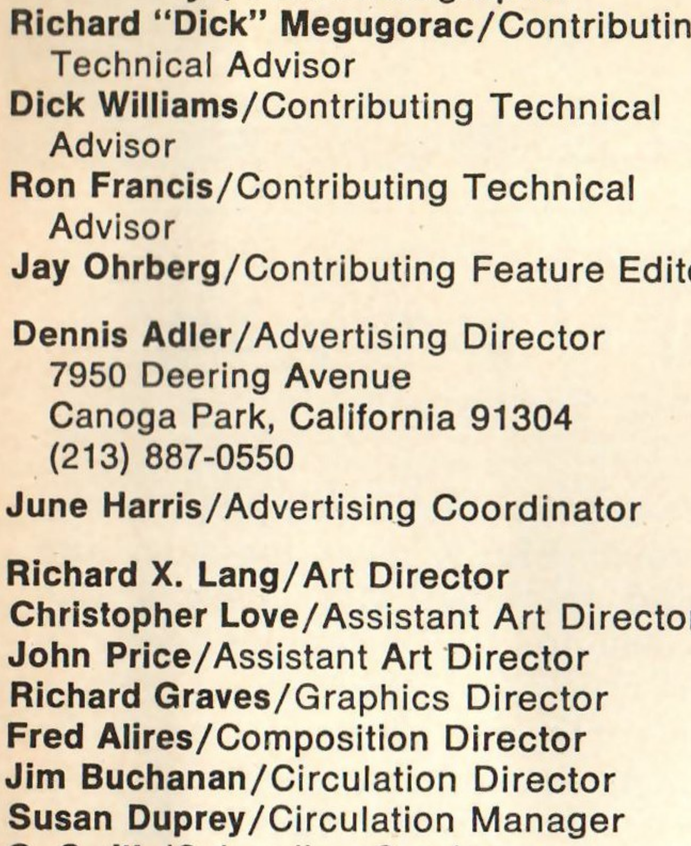
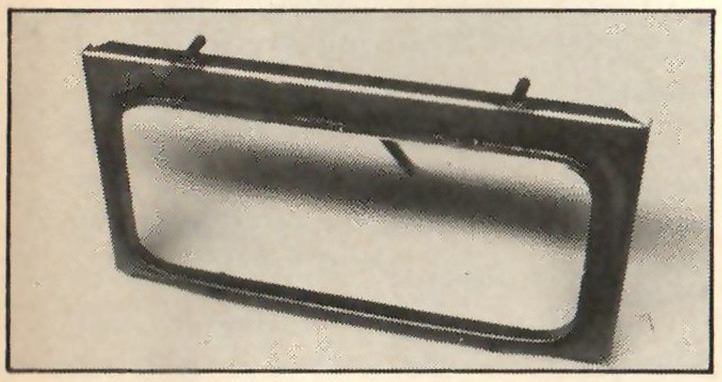


Page 20 . . .
A Classic Story

Today in an age when most are striving for the ultra-tech look, Classic Instruments has returned to the past to bring back a welcomed piece of history; a new gauge with the old look.



Page 28 . . .
Sunken License Plate

With the recent rise in popularity of customs, cosmetic modification is on the rise. And with the help of Rich Riddell at R&S Machine Corp. we will show you how to smooth out the rough spots of a custom '36 Ford 3-window coupe by Frenching in the license plate.

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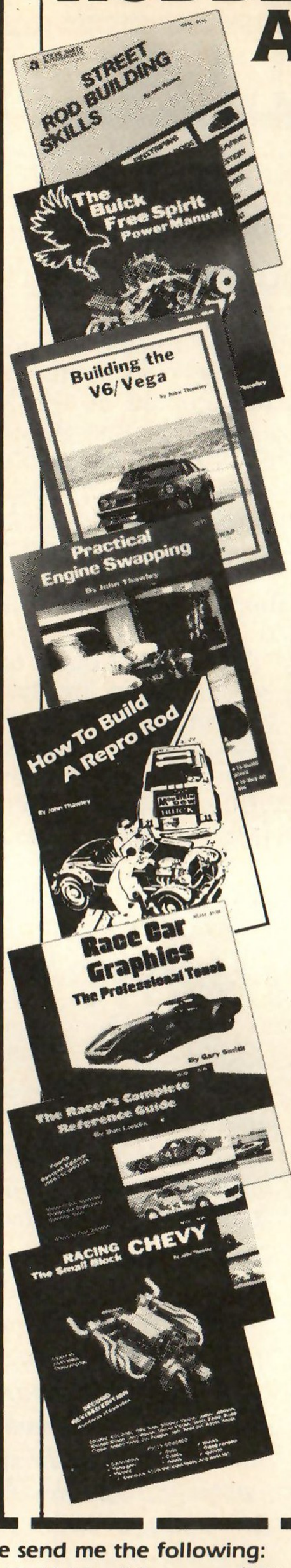

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ONE WAY

(Editor's Note: The One Way column this month has been dedicated to a fellow rodder who has a valuable point to make; club participation through newsletters. Newsletters come in all sizes and shapes but one thing is for certain, they can all be informative and helpful to fellow club members. ROD ACTION is very proud to have this contribution from Dennis Sanders and the entire staff feels he has hit a subject squarely on the "head" with his to the point approach. Aside from reading the column, all of us should take note and try to make a difference within our own clubs. Sincerely, Brian Brennan, Editor ROD ACTION Magazine.)

Club newsletters, another way of participating and doing your part. by Dennis L. Sanders

Newsletters—newsletters may consist of a one page bulletin, hand written, and copied at the local library, to a thick multi-paged booklet, which is printed at a professional print shop, and takes mega-bucks to get it from the club to its readers. In most cases newsletters are a group effort by a club, association, or an organization, (henceforth, I'll be referring to all three when you read the word club), to put down on paper what is taking place in their club. In the present, the past, and the future.

Newsletters may carry on their pages anything from, minutes of the last meeting, to stories about their members, complete with pictures and captions. Many have for sale, and wanted sections. Most have a section just for the upcoming events in their area, and they start running them early enough so you can make plans to attend the event of your choice. Some even carry letters to the editor, birthdays, anniversaries, jokes, garage tours, quizzes and recipes. I guess it's really up to the club as to what they want to print in theirs.

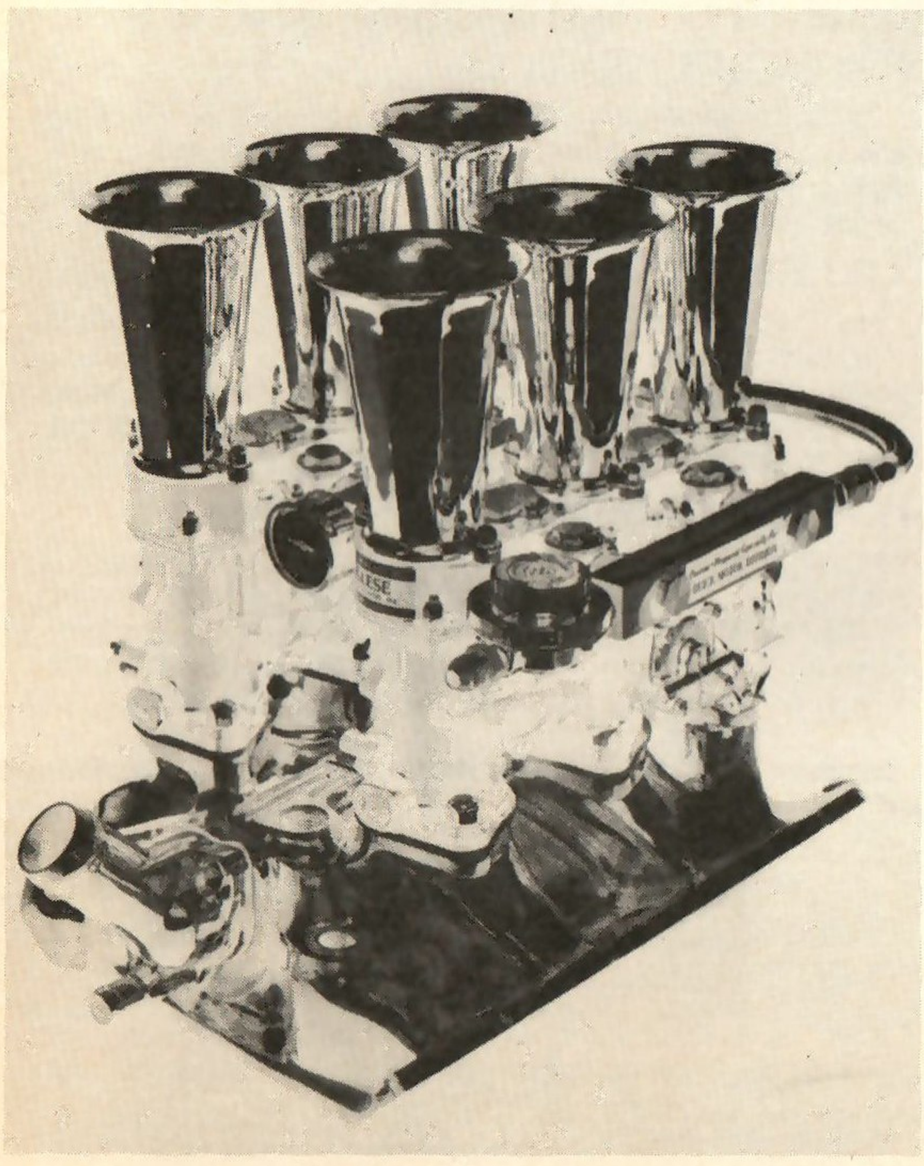
The bigger and better the club, the bigger and better the newsletter. The key word in the last sentence is *Better*. If your club has a newsletter that it mails out monthly, bimonthly, or quarterly, chances are that the better they work, play, and share together as a club, the better the newsletter. The reason I say this is because, your newsletter will show a variety. What do you think would happen to the magazine *Rod Action,* if people like Magoo, or Ron Francis, or the many freelance writers, stopped contributing to the magazine, and Brian Brennan, *Ron Action's* editor, had to do every bit of writing by himself. I can give you a good guess, it would go down the tubes! The same goes for all the other magazines on the market today.

If your club publishes a newsletter, and all the work is being done by one person, the impression that your club sends out, is based on one person. Take pride in your newsletter! Remember it sets your club out from the club that doesn't have one, you are in the ranks of the elite. Yes, elite! Because your club has their act together to the point of putting it down on paper, so anyone who wishes can read about you.

Are you asking yourself, "Why isn't the club I belong to in with the elite?" Is it because your club can't stop arguing long enough at the meetings to get anything done, let alone think about publishing a newsletter? Learn to give in a little, stop and listen to what the other

(Continued on page 17)

"Bolt-On" Excitement.



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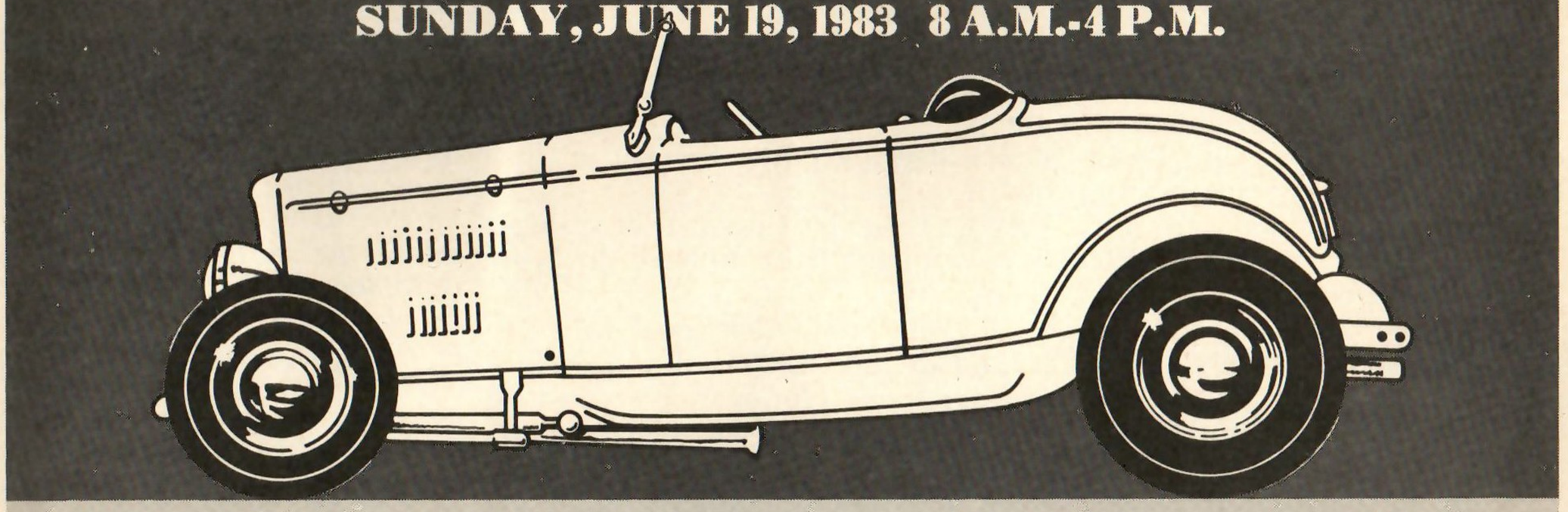
SUNDAY, JUNE 19, 1983 8 A.M.-4 P.M.



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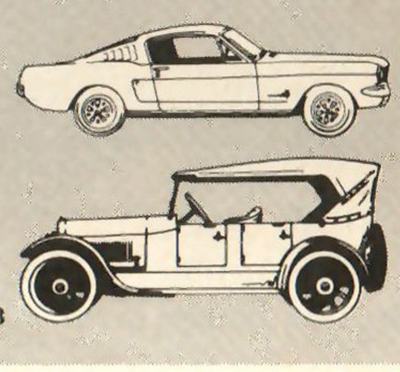

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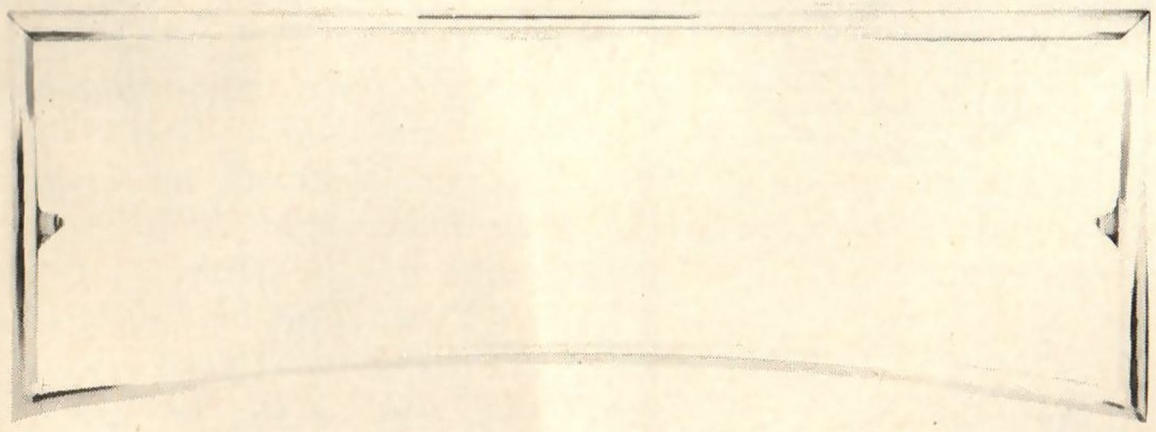

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TWO WAY

Dear Brian,

I've been enjoying your magazine since I subscribed last February.

The monthly articles on Tex's Tub I've followed very closely. In fact, they helped me to make up my mind to change my antique 1940 Ford truck to a street rod.

I bought all the swap kits for the drivetrain change from Chassis Engineering.

My question is what front shock kit did Tex use on his car as shown in the picture of Part II, page 70, June '82 issue?

Chassis Engineering has a shock kit Part No. AR-2037. Which kit would you recommend with my stock axle of these two kits? Would you foresee any problem in notching down by the frame and welding in some plate on the crossmember, so that I can use a mechanical fuel pump on one side and an early style power steering pump bracket on the other?

What is the best number of springs to have in the front to have the best ride?

Maybe these questions will be helpful to your readers if you decide to print them. However, I would appreciate an answer as soon as possible for I have some time off the week of Thanksgiving and plan to work on the truck as much as possible.

Thank you for any information you can provide me.

Sincerely,
Don Kelley
Lake Butler, Florida

Don,

Your letter to ROD ACTION made it to me in the midwest, and here are the answers:

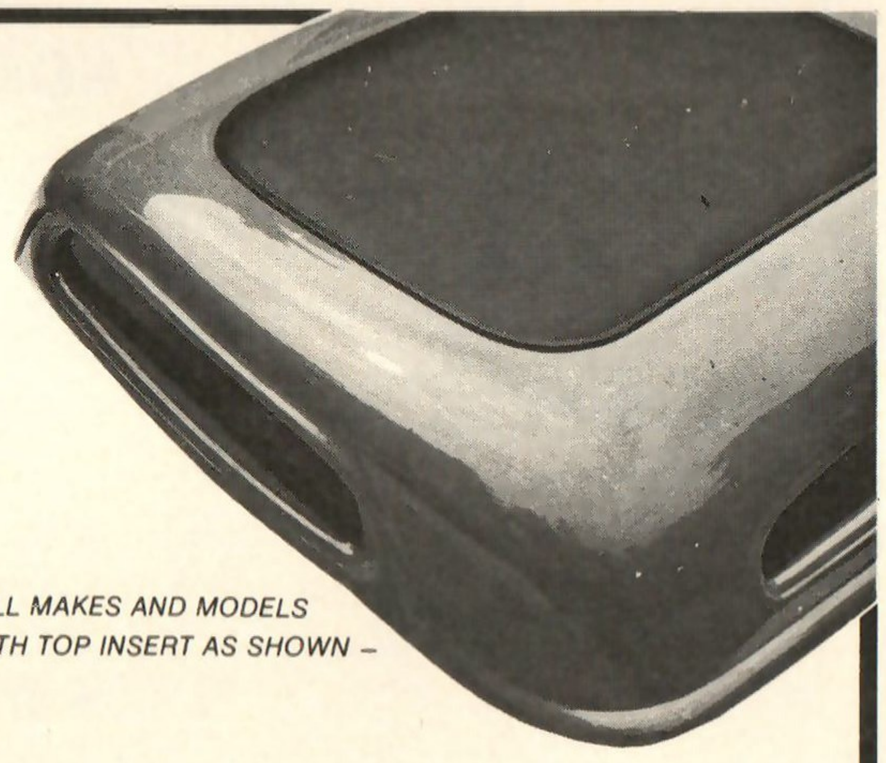
I used the shock kit from Pete and Jakes, but you will find that practically all shock kits do the same thing, locate the shock in relation to the axle. The real key here is where the bottom part of the shock is to locate. With the P&J unit the shock mounts off the bottom line of the axle, which is desirable. You can get kits to mount off the top of shackle, or even off the top of the original brake support. You can make your own mounts, of course, but items like those from P&J or Chassis Engineering save a lot of time and are not expensive. You can notch the frame, but don't cut it more than about ½ inch and then definitely box the area. If I were to use a standard four-bolt Saginaw steering box (Nova) there would be enough room to have the left side engine mount farther aft, giving room for the mechanical fuel pump. I have checked the area and I can use a small power steering pump on the left side without frame cutting, but I will have to make up my own pump mounts to tuck the pump in tight.

For the springs, the best number is the amount necessary to do the job! Ambiguous, but true. As I mentioned, I like to remove at least three leaves, sometimes four, every other one starting with either leaf number three or four (assuming leaf one is the main leaf). Don't discard the removed leaves, however, because you may find that your vehicle weight at the front is greater than mine, etc. The best ride is achieved by getting maximum spring flex and travel during the first two inches of travel (wheel, up and down). After this the spring rate should stack (increase) rather rapidly. Overall, you want a soft spring rate and firm shocks. And, you want to keep unsprung weight to a minimum, meaning lightweight brakes, wheels, etc. Even if you use all kit parts, each car is different and requires a certain amount of trial and error to get things to your particular taste.

Good luck,
Tex Smith RA

UNIVERSAL SOFT TOP INSERT KIT

Everything you need to do a professional job at home – for less than half the price!



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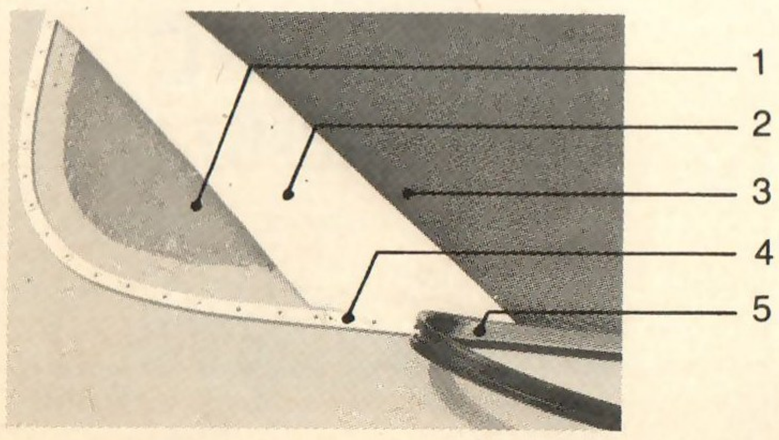

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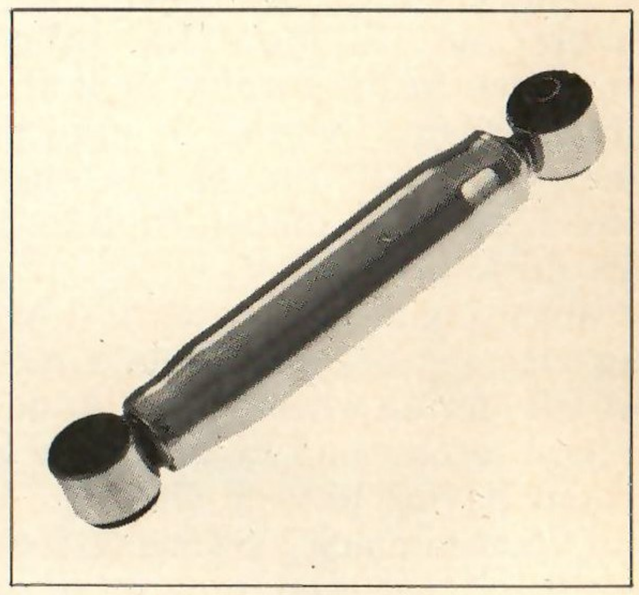
Long Shocks™



We've got LONGSHOCKS™, also! TCI's LONGSHOCKS™ open to 13½" and close to 9½", and measure 1⅝" in body diameter. For close squeezes, the ends are narrowed. Choose painted or chrome finish.

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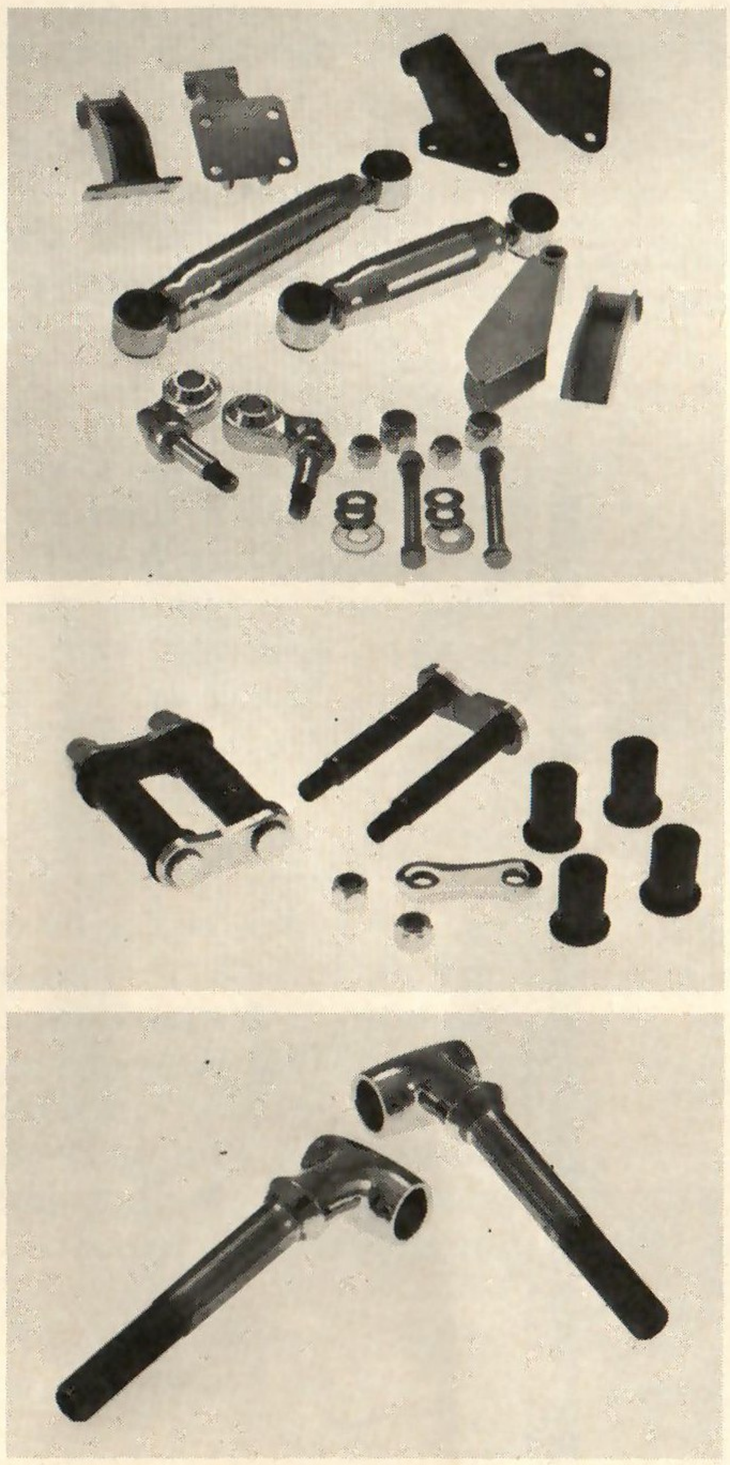
Painted	$29.50 a pair
Chrome	$42.50 a pair



TCI'S SHOCK KITS

We've assembled all the parts you'll need to install shocks on '28 - '34 Fords. Kit includes a choice of TCI's LONGSHOCKS™ or SHORTSHOCKS™, weld-on or bolt-on stamped and folded upper brackets, super Bell lower shock mounts and hardware. Available with chrome shock and chrome lower bolt-ons.

TCI'S SHOCK KITS

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'28 - '32 Weld-on	$80.00	$108.00
'28 - '32 Bolt-on	$85.00	$113.00
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TCI Shackles come equipped with pressed stud design and long lasting poly-nylon bushing. Choose from regular gold iridated or polished stainless Show Shackles. Specify spring width, perch and spring eye size.

TCI SHACKLES

Regular gold iridated	$16.50 a pair
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To bolt our super Bell lower shock mounts, you need these heat-treated, ductile iron perches. They have an extra-long shank adapted for lower shock mounts. Plain or chome.

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MAGOO KNOWS

CALIFORNIA
BY MAGOO

Dear Magoo:

I have a Model A pickup. I am installing a 1978 Buick Turbo Charged V-6. With the stock exhaust system, the side of the hood hits the exhaust and won't close. Can I change to headers and still have the exhaust going back to the turbine or is there a stock exhaust that can be used that comes over the front of the engine instead of over the sides like the 1978 does.

I am using a four-bar with a Mustang steering box with a late model GM tilt stering wheel. What knuckle can you recommend to join these two without having to weld them?

In your January 1982 magazine on page 18 it shows a picture of you working on a Model A with the top of the radiator shell filled. Is it fiberglass or metal? Can one like that be purchased; if so, from whom?

Keep up the good work, your magazine is Number 1.

Thank you very much,
Earl K. Bunks
Monroe, LA

Dear Earl,

There are two ways that I can think of to get around your exhaust problem. One is to have headers made to fit your application or you could dimple the hood to fit around the manifold.

I make the knuckle that you need to join the steering box and column. The radiator shell is steel and is available from Ford Obsolete.

Sincerely,
Magoo

Dear Magoo,

I'm building a 1940 Tudor Ford Sedan. I have installed a small block Chevy with 350 Turbo. I split the wishbone with a SAC kit and have a manual '69 Mustang steering box with which I am not satisfied. I'm getting "bump" steering. I would like to have power steering and I have the pump installed.

What power steering setup do you suggest for the stock axle? Can I use a Chevy Citation rack and pinion and if so, what problems will I have with installation?

Please let me know what to do.

Dennis Cope
Paducah, KY

Dear Dennis,

Change to cross steering, such as one from a '68 Chevelle along with an adapter plate from Pete & Jake's. This will eliminate bump steering and the need for power steering.

Sincerely,
Magoo

Dear Magoo,

I'm writing for your help after one year of searching for a company that manufactures a stainless steel or steel windshield frame for a '30 Ford standard four door sedan. If no such company exists, is there a technical reason that the only reproduction windshield frame currently available for this car is constructed of aluminum.

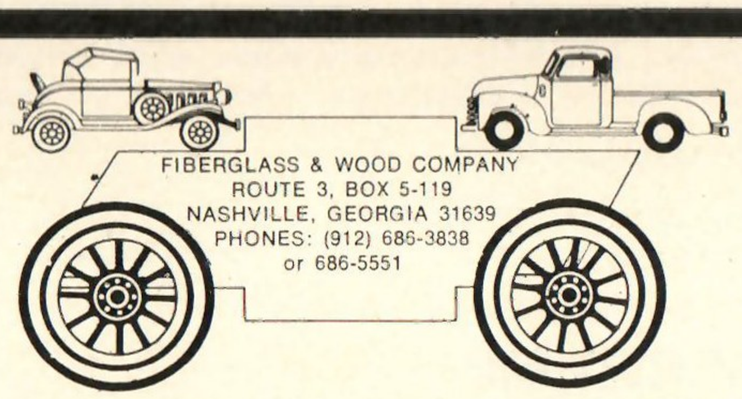
Lauran Howard
Huntington Beach, CA

Dear Lauran,

As far as I know there are no stainless steel reproductions made, however check with Mr. Roadster, RT 1, Moline, IL 61265 or Total Performance, 406 S. Orchard St., RT 5, Wallingford, CT 06492 and they might have what you need.

Sincerely,
Magoo

RA



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Fenders: Passenger fronts & rears 29/38. Fronts Passenger: 40-55-56-57. ½ Ton Pickup fronts & rears: 30/38, 40/53. Fronts: 55/56/57. Inquire about 1931 complete fiberglass body & component parts; Gas tank aprons, radiator shell aprons, rumble seat lids and running board aprons. Trucks Splash Aprons 41/46-47/53. Rear Frame covers-1947/53-$19.95 each; 1947/55 Cowl Patch Panels-$16.95 each; Passenger Hoods 1931-55-56-57.

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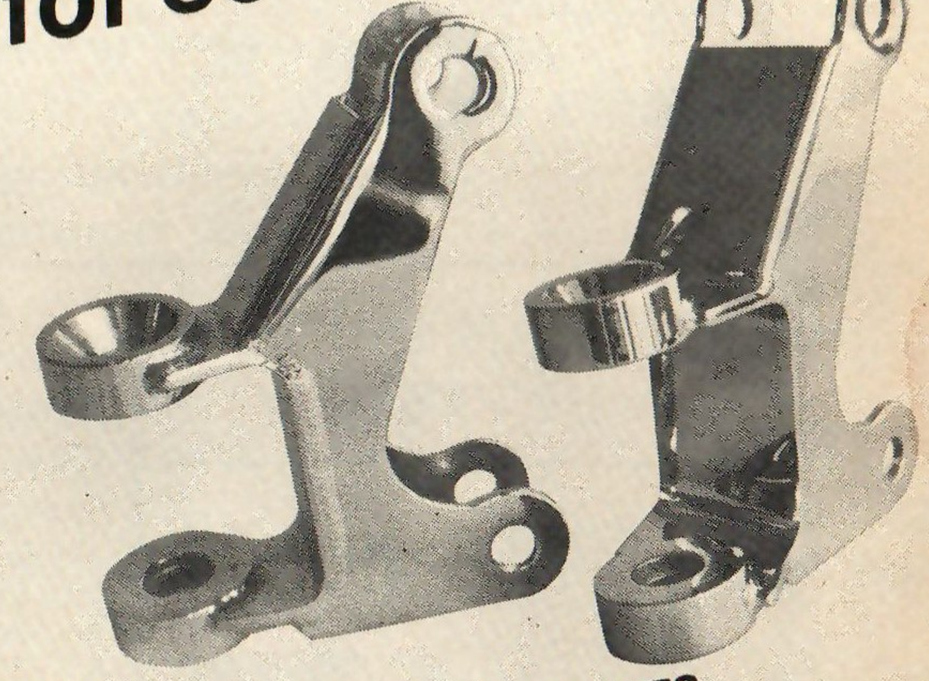
Nylon is out — Urethane is in! An exclusive feature of Pete & Jake's, these new Microflex urethane shackle bushings work smoother and wear better than the moly-nylon type bushing. And because the urethane is slightly softer than the nylon, they actually "cushion" the spring action helping to absorb road noise. Available for the front and rear of '28 thru '41 Fords.



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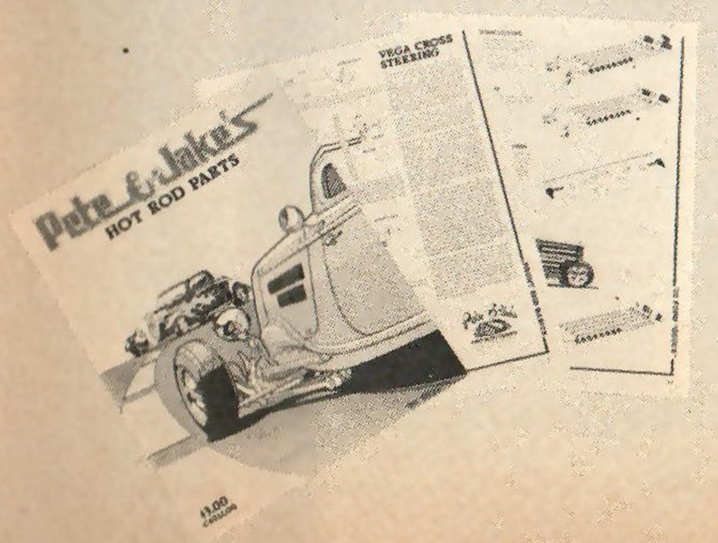

OUR NEW CATALOG
In addition to a complete listing of pre '49 Ford street rod products, Pete and Jake's new catalog includes a how to section on 4-bar suspension, front end alignment, Mustang and Vega steering, Panhard rod installation, frame squaring and more. Photos of each part, chrome, illustrations, shirts and posters are all part of the new Pete and Jake's catalog. To get yours, send $3.00.

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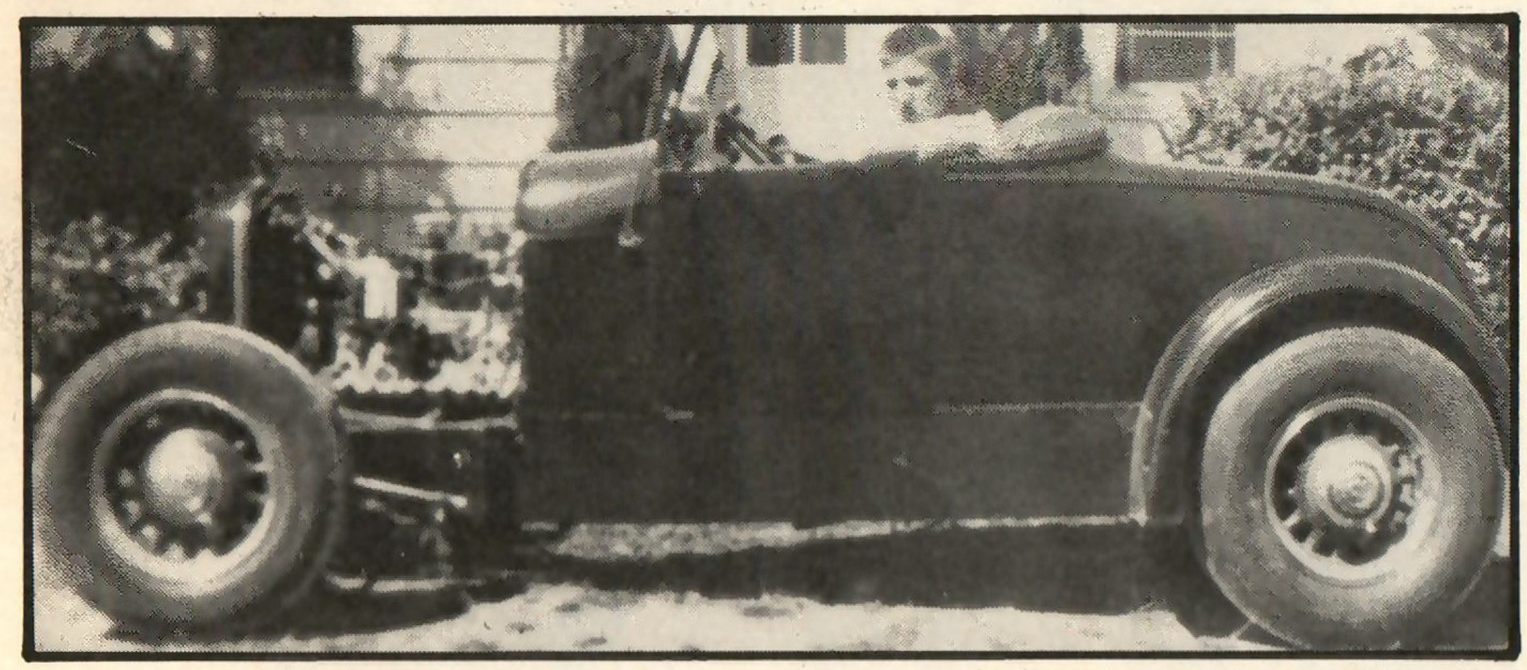
THE INTERBANK CARD

50's FLASHBACK

The Gook Wagon

by Albert Drake



When we think of a 'Fifties custom we think of an austere machine—nosed and decked, its panels void of trim. We rarely think of its counterpart, the gook wagon, where chrome trim and mechanical gizmos were everywhere. The former is an example of the take-it-off school of design, while the latter is an example of the add-it-on school.

The gook wagon was common in the late 1940s and early 1950s. Because car production had been curtailed during World War Two, there was a shortage of cars until around 1953; new cars were expensive and old cars—well, they were available, but they were old! They had a body style that seemed more than a decade old. In an age of rockets and fins, it was embarrassing to drive a car with pre-pontoon fenders! An easy way to update, and at the same time individualize, that old car was to go down to Bud's Auto Supply and buy an armful of bolt-on accessories.

For the owner who subscribed to the add-on school, accessories became an addition. Probably most gook wagons were the outgrowth of a simple purchase, something like a squirrel knob and matching gear shift knob. A squirrel knob—or steering wheel spinner, the salesman's term—clamped on the steering wheel rim and allowed the driver to get a good purchase by wrapping his fist around it; in this way he could cut a doughnut and leave his left arm crooked over the window molding. They came in a variety of shapes and colors were examples of the miracle of modern plastic. One line had the car's emblem mounted in the top; another line had colorful rainbow designs; another had hand-carved roses floating in clear lucite. There was the "Moderne" knob, which had "concentric alternate circles of white and red, green, blue, or black for third dimensional effect." Then there was the "Sweetheart wheel spinner" which had one of "six lovely girls fetchingly posed and reproduced in natural colors."

(Continued on page 31)

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We have braking accessories, fittings, and lines, that can be custom made for your individual project.

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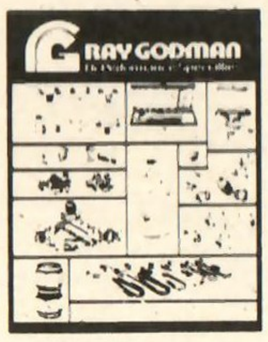

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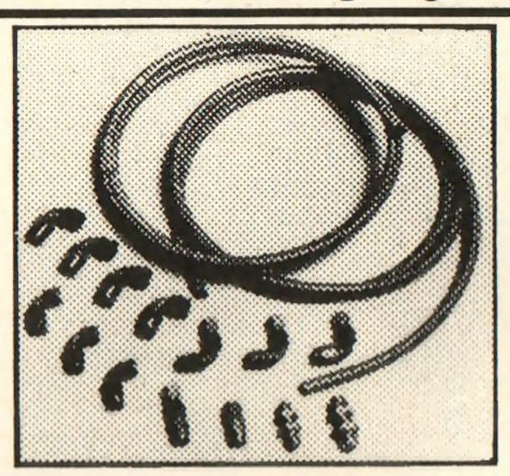

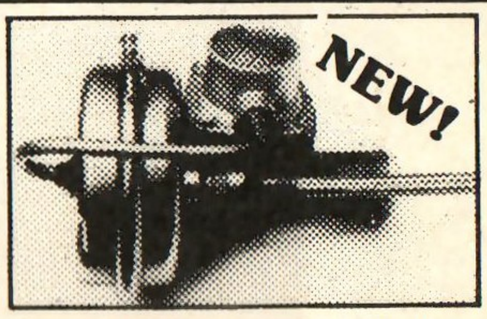

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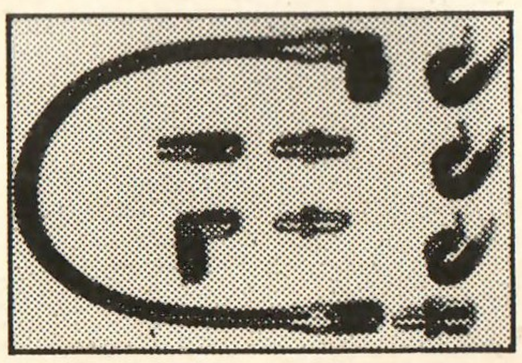

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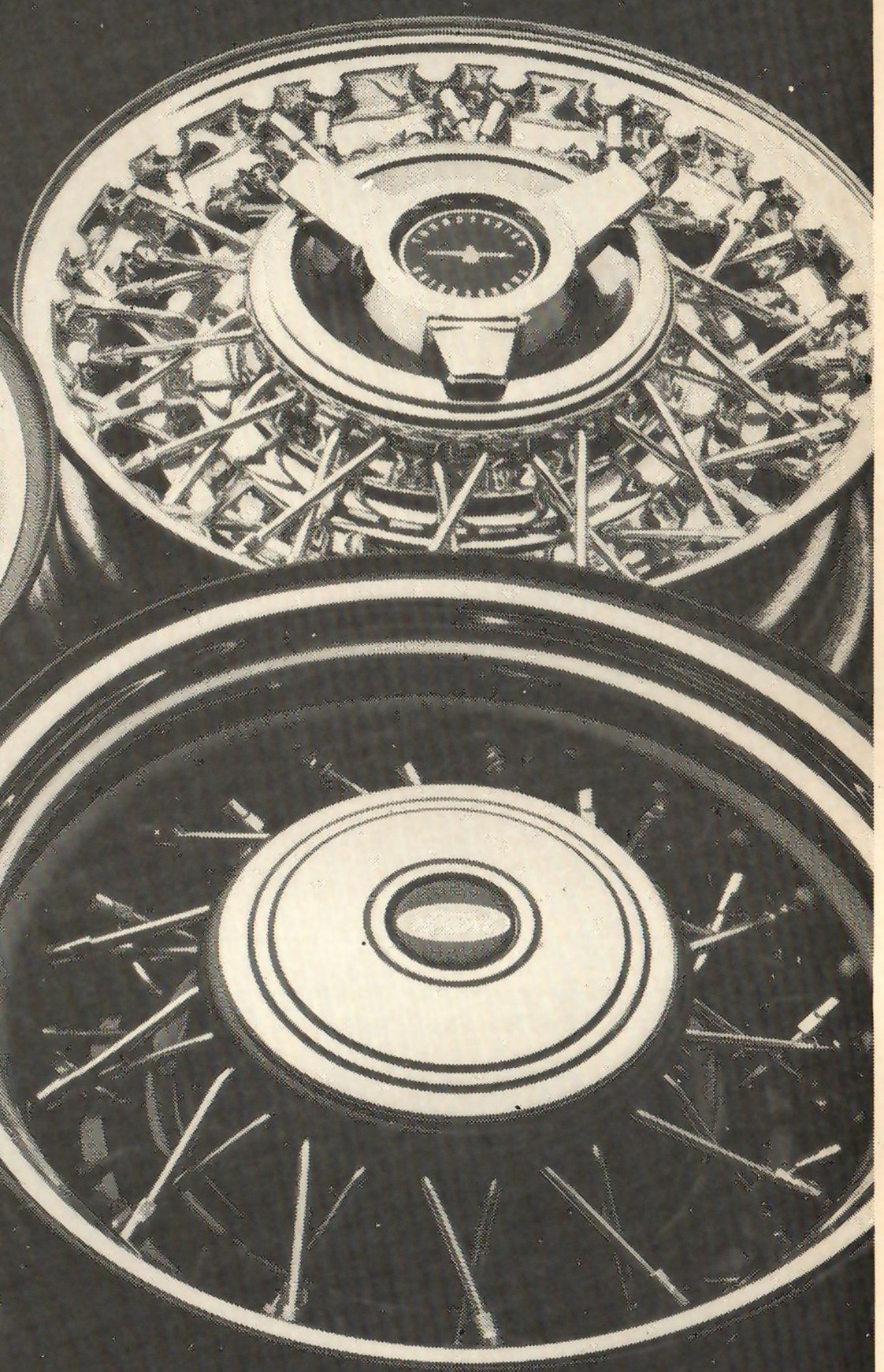

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- The wheels are available bare, completely painted, painted with chrome spokes or completely chromed. If you know what you want, you can get it.
- Hub cap shown on wire wheel is included with emblem with your choice of car name.
- '55 - '57 T-Bird wheel, original type hub cap with spinner - clears stock fender skirts.
- Call your local dealer or call McLean's.

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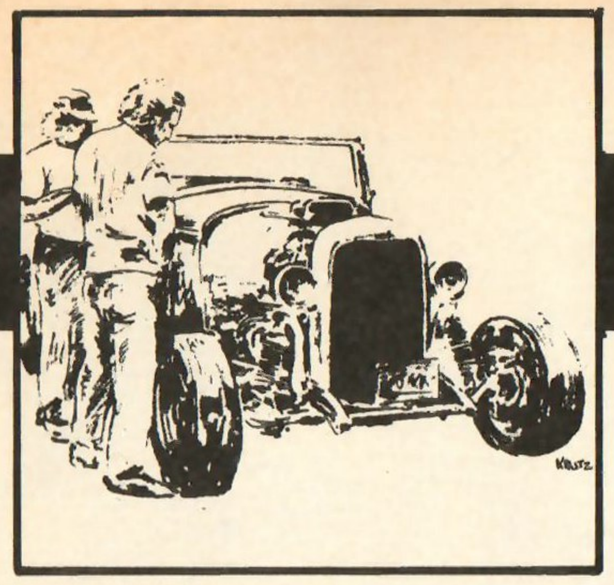
Jess Pendergraft, Owner



SHOW AND SHINE

by Jay Ohrberg, Mr. Roadster
and *Rod Action* Show Advisor

Some information on judging your car once it's in a show.

JUDGING INFORMATION

Ever wonder why your car is in the class the judge puts you in? Or who, when and how your car is judged? ISCA and the producer of this show want you to understand what's happening. They know that you have heard "stories" about how cars aren't judged or how you can't win because it's all fixed.

The answer to that is BULL! They spend a great deal of time and cash to bring in judges to work for three days and nights judging the entries. Any judge who has helped in the construction of a car in the show will not judge that car. Each judge selected was chosen for being an expert in a particular class. The judge who is a comp judge will not judge rods, and vice versa. Most judges work all night Friday night so they won't be bothered by exhibitors and spectators. By the way, remember to leave your car *unlocked* and open. Judges can't judge what they can't see!

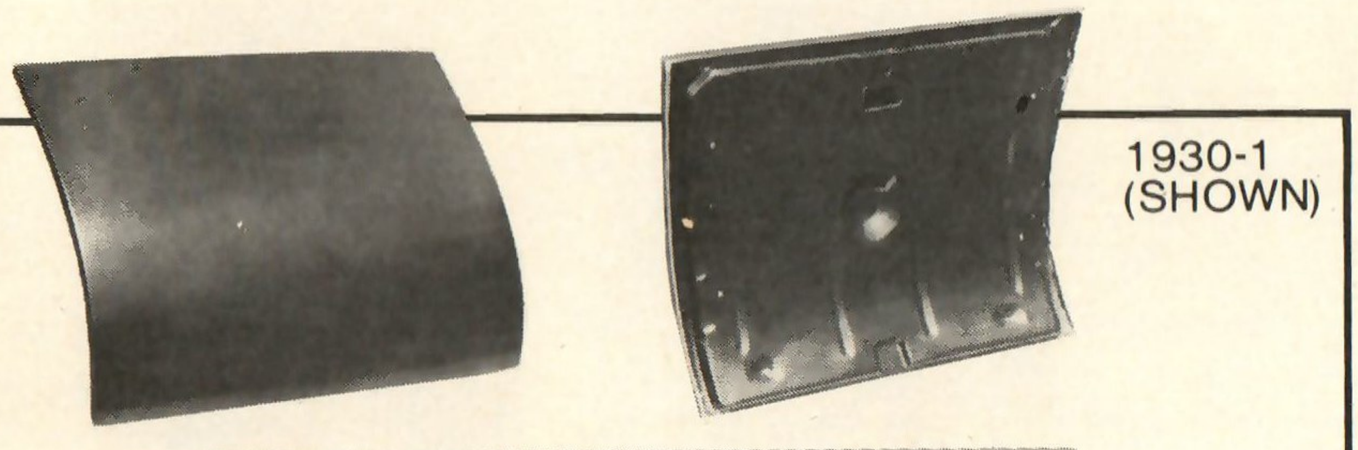
"How in the hell did my car get in a class with his?" Sound familiar? There are two important things we want you to understand. There is a rule book that describes in detail how the classes are determined. If you do not have one, ask the show producer or show chairman for one. Read it before you scream and jump up and down. Everytime you change something on your car, whether it be tires, wheels, paint, or engine, chances are it will change the class your car falls into. There also are so many classes available that your car might fall in that it may be confusing to you. Now is the time to ask "Why am I in this class?" Don't wait until Sunday afternoon. The judging is over then.

Next on the list of complaints is "That guy gets paid to be here. It isn't even fair that I'm in his class." 'That guy' is probably an ISCA member and receives travel money. If you are a member, you would get it, too, if you travel to a show over 100 miles away. Some guys like to show off their cars no matter how far they have to go. They spend a great deal of time and bucks to travel around doing this. His car will get judged just like yours.

Last, but not least, your vehicle will be judged using specially designed judging sheets. The sheets used to judge your vehicle will be available for you to pick up in the judging office after awards presentation. Just bring your "car number card." Look at them; ask questions if you have any; or ask the judges to explain

(Continued on page 82)

FIBERGLASS-STEEL REINFORCED
DECK LIDS
AVAILABLE FOR FORD ROADSTERS 1926-'37, and COUPES 1928-'36.
$175.00 + FREIGHT (MAY BE SHIPPED U.P.S.)



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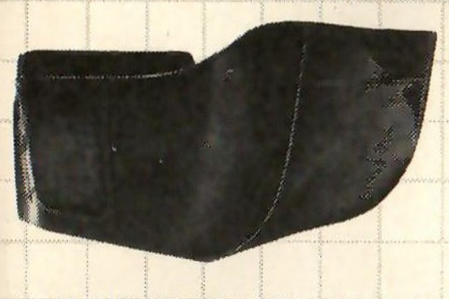

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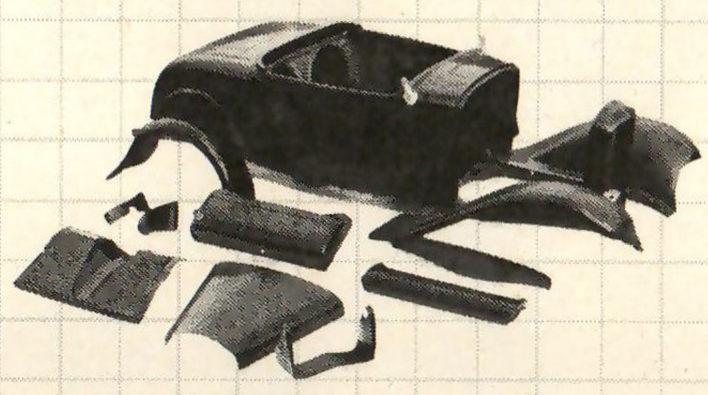
'32 Ford Roadster



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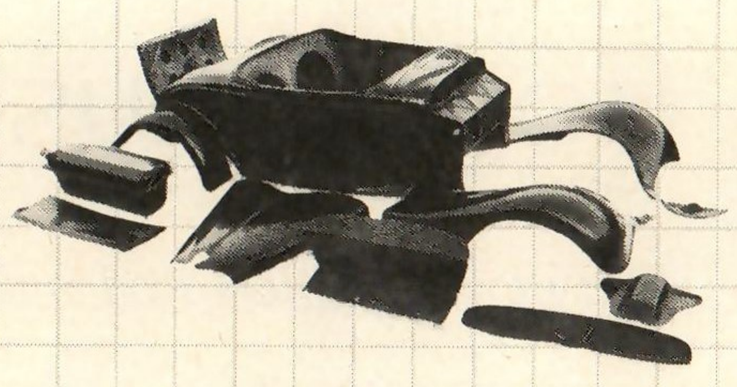

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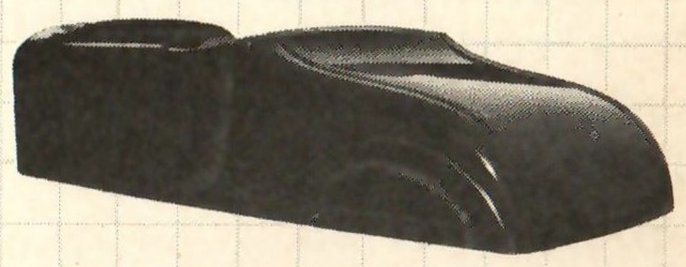

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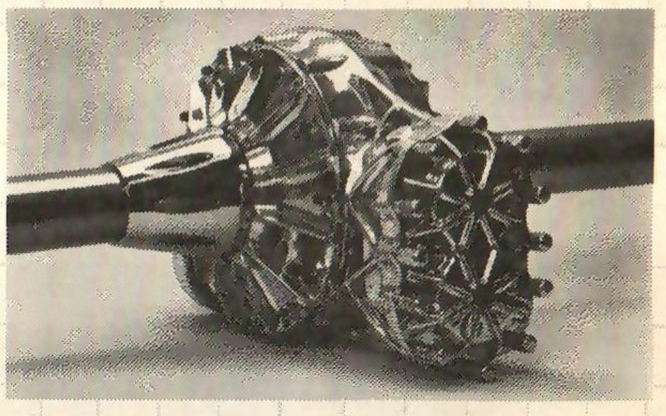

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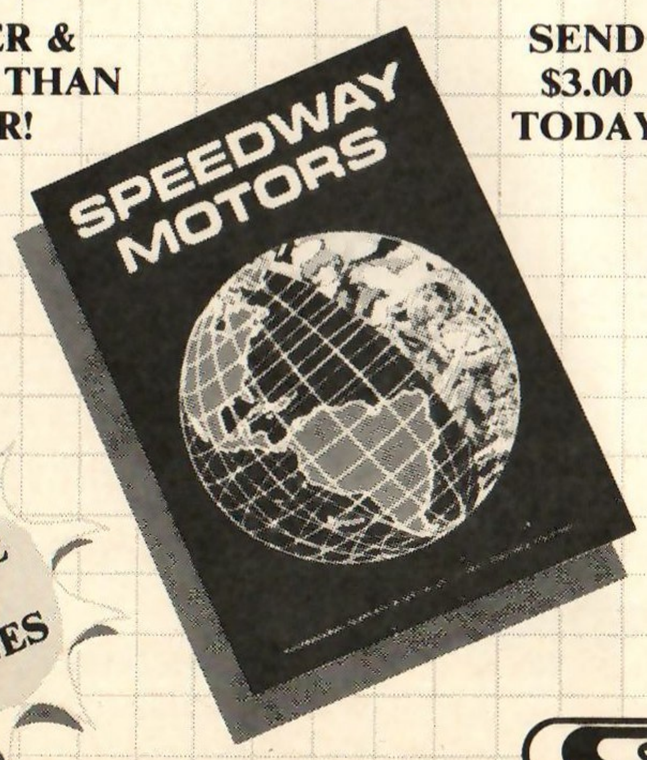

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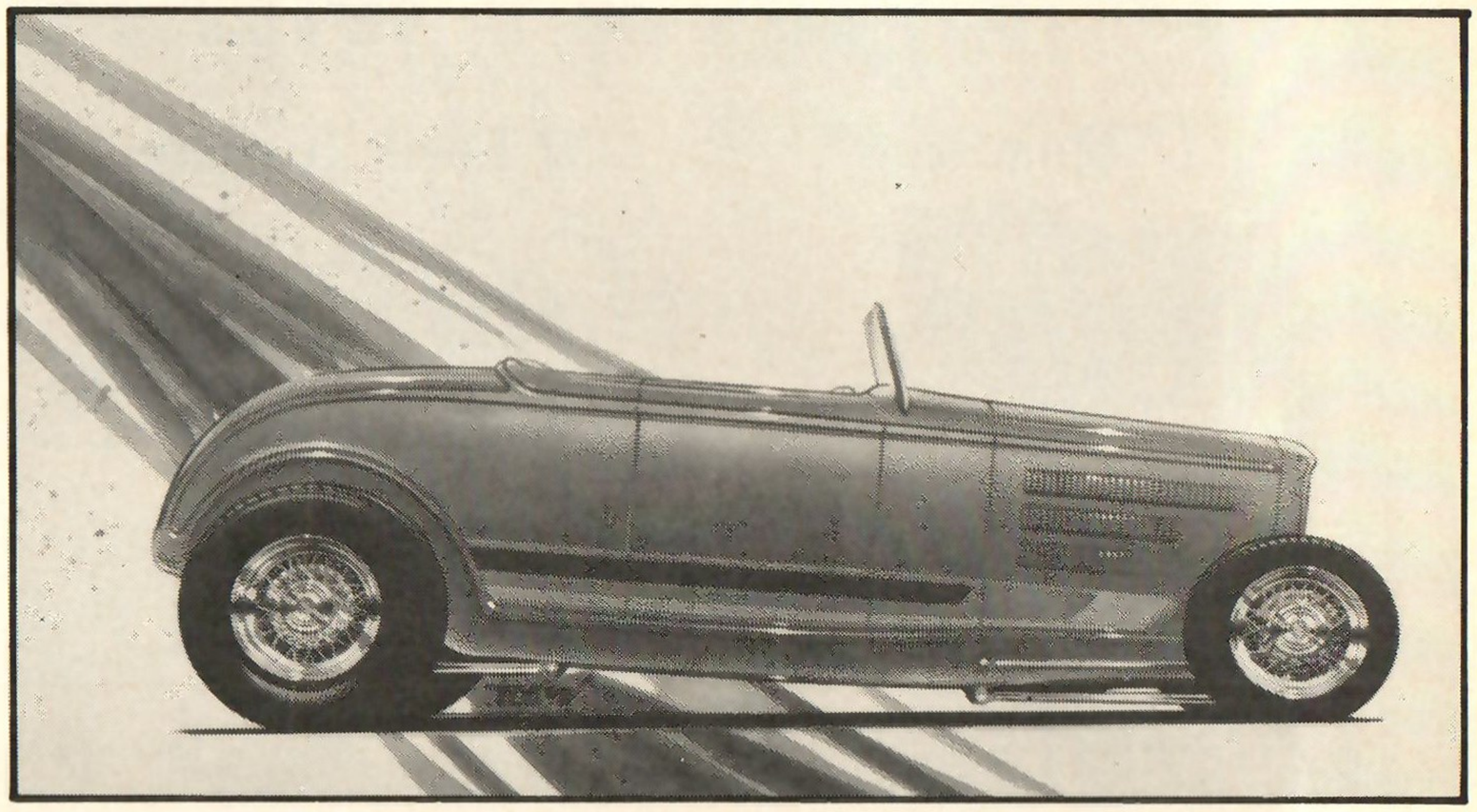
By Joe Mayall, Editor
StreetScene Magazine

Complete, "Turn-Key" street rod to be given away at NSRA Street Rod Nationals in '83

Thom Taylor did the artwork of what the car will look like upon completion. Car will be an outstanding example of street rodding achievements in the '80s.

The National Street Rod Association will, for the second year in a row, be giving away a complete street rod during the Street Rod Nationals. The car to be given away by NSRA during the 14th Annual Street Rod Nationals, August 4, 5, 6 and 7 in Oklahoma City, will be a '32 Ford hiboy roadster which is being built for NSRA by California Street Rods of Huntington Beach, California. As last year when a '29 Ford roadster pickup was the top participant prize, the winner will be



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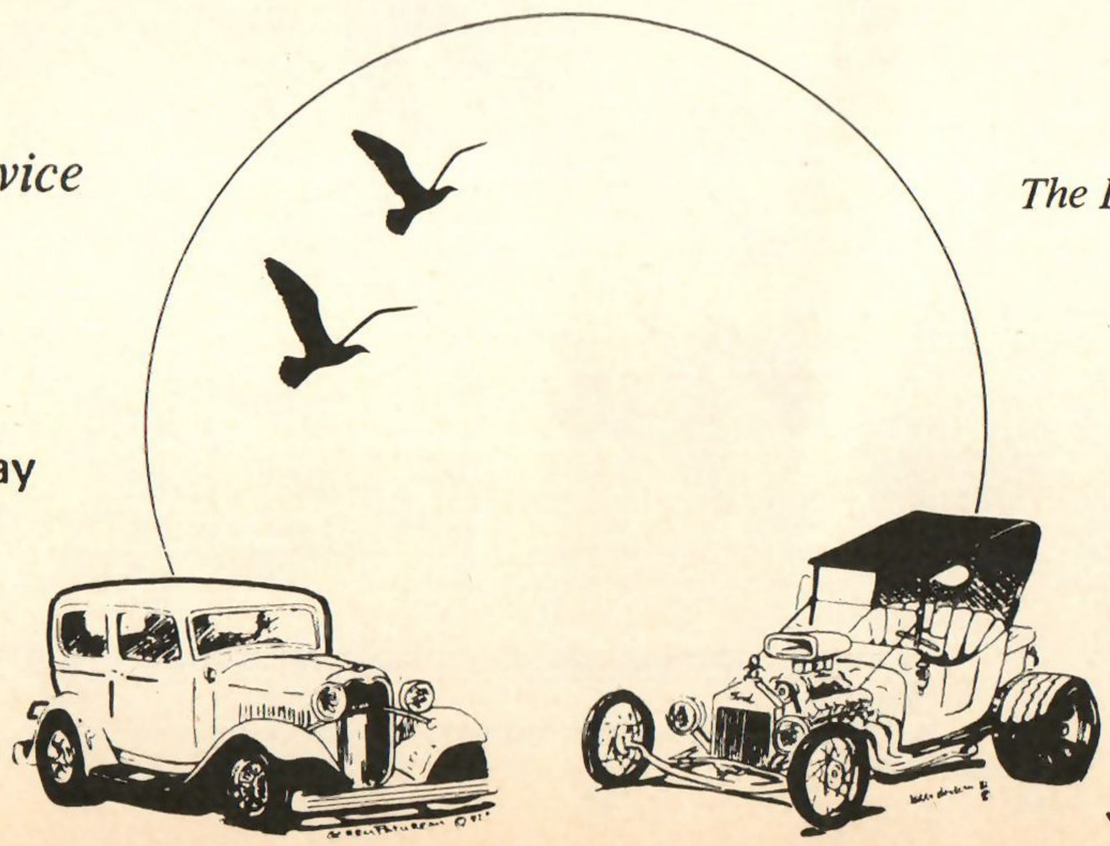

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determined by a special drawing held at the fairgrounds during the event, and the car will go to a registered participant.

The Deuce hiboy will be a complete car and first class in every way. The list of components that are being used to construct the roadster includes the names of many of the best known suppliers in the industry, and the finished car will be one any street rodder would be proud to own.

The hiboy will be based around a Westcott's Auto Restyling fiberglass '32 body and chassis prepared by CSR using a pair of Progressive Automotive side rails. The drive train will consist of a Buick V6 engine, a Turbo-Hydro transmission and a Currie Enterprises narrowed 9-inch Ford rear end. The rear axle housing will be located in the chassis with a Deuce Factory 3-Bar system. The engine will be cooled by a Walker Radiator equipped with a Magoo's Auto aluminum electric fan mount and fan, and a set of Sanderson headers will lead to a custom exhaust system. A three-piece aluminum hood from Terry Finch will cover the engine compartment and enhance the contemporary lines of the car.

The front suspension will feature a tube axle, spindles, spring perches and lower shock mounts from Super Bell riding under a Posies Super Slide Spring attached with a pair of Pete and Jake's shackles. A Pete and Jake's front 4-Bar kit including the bat wings and attached with a set of Ultra Cars 'N Components special aluminum pins will be used to locate the front end assembly. Vega cross steering will work through a pair of Super Bell steering arms, and a custom steering column supplied by The '34 Store will be topped off with a Nardi steering wheel and hub kit.

Suspension "tuning" will be easy for the new owner, as Aldan 15-position adjustable shocks from Pete and Jake's will be used on all four corners of the roadster. Coil-over units will be used on the rear, and fronts will be the new hiboy type recently released.

A special disc brake system has been put together for the front of the roadster, and it will incorporate Super Bell rotors and aluminum hubs, a pair of JFZ polished calipers and a set of special machined and polished mounting plates from Magoo's Auto. A set of Super Bell braided brake lines will complete the installation.

(Continued on page 83)

ONE WAY

(Continued from page 6)

person has to say, and don't be so quick about telling that person their idea stinks. Learn to work together.

In many cases, the club rod run, is the backbone of the club, it's the reason many stay together. It's not because the members love all the hard work . . . it's because they have a sense of belonging, a sense of purpose. But let's face it, a rod run is one weekend out of a summer. Yes I know, when you're not at your own, you're at some other clubs. I know it takes months of preparation to pull a rod run off, but what about the other months? Why not let your club's newsletter be a source for you, a member, to contribute to your club, thus: a feeling of belonging. Besides you'll be sharing in your club's image.

I know out in this vast land of ours, there are many car clubs which choose not to have a newsletter, and they are running their clubs in a very exemplary manner. Their reasons are their own, as it is with the club that chooses to have a newsletter.

Has your club's newsletter editor asked for some input from the members for the newsletter, yet for some reason, the editor is still doing all the work it takes so you as a member can enjoy it. How long do you think this person can continue doing it all by himself, six months, a year, two years? Maybe so, but I doubt it . . . if this person does, it's only because they don't want to see a part of themselves die. Without club participation, sooner or later the editor will quit the newsletter, and it's possible they will quit the club. If this happens, the reason is simple, the club let them down. A lot of you may be saying, "If the editor quits, we'll just get someone to take it over." Will you do it? My own feelings are every member is worth keeping, especially one that is a do'er.

Did you know that a newsletter can be a source for getting attention, something most clubs strive for. A few years back, The Counts of the Cobblestone, from Rapid City, South Dakota, were featured in a national street rod magazine. Do you think their club would have gotten this type of exposure without their newsletter, *(The Streetin News,* edited by Jim Neuzil), and was able to send it out . . . spread the word so to speak. The Counts have also been fortunate enough to have people like Joe Mayall (the editor of NSRA's *StreetScene),* and LeRoi "Tex" Smith (who has written many articles in major magazines, and is the editor of *Old Cars Weekly),* to come to their annual banquets. Do you think they were able to do these things, because they are watcher's, instead of do'ers.

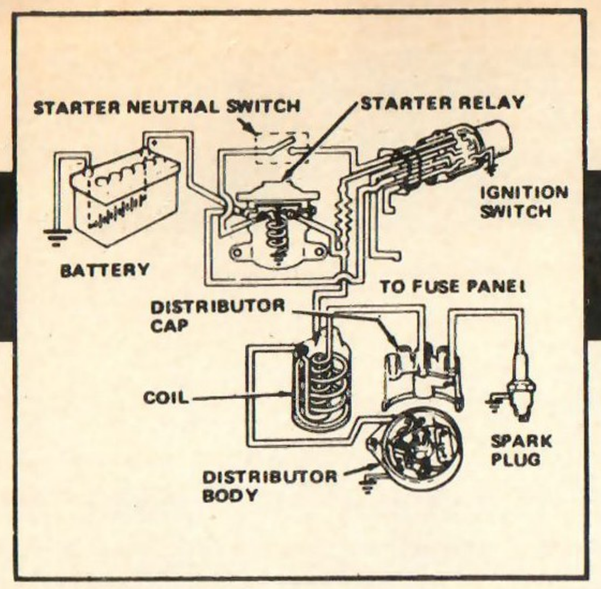
For those of you who belong to NSRA, and receive *StreetScene* in the mail, a monthly newsletter for its members, which is a reasonable facsimile of a magazine, and doesn't fit into this category to which I am referring. I would however like to tell you about another, which is big . . . and good.

The Line Chaser, the Minnesota Street Rod Association's newsletter, has been the recipient of the 1977 *Rod Action* "Pen & Quill Award," the 1978 *StreetScene* "Journalism Award," and the 1980-81 *Old Cars Weekly* "Golden Quill Award." *The Line Chaser,* is edited by the superb talents of Jerry Johnson and his staff: Loren and Robbin Whitney, Joe and Sue Wagner, and Paul and Cheri Thury.

Do you think that the *Line Chaser* would have been the recipient of these awards, if the members of NSRA would have let Jerry do it all by himself? Do you think NSRA would have been the host club for the 1974, '77, '79, and '82 Street Rod Nationals, if they weren't do'ers?

There is no reason why your club can't be do'ers, and there is no reason why your club's newsletter can't be as much fun to read, respective to money spent and size, as that of the *Line Chaser.* There is no real reason why you can't help your club's newsletter editor, and make it the best possible newsletter you can. Newsletters can be fun — they are sure fun to receive in the mail. Remember, even the best writers make mistakes in grammar, and such (why do you think they have editors?), so don't be afraid to try and write something. Besides, it feels good to see your name in print. Do like I do, tell yourself, "I can do it, I can do it," because—you can do it.

RA



WIRE WORKS

By Ron Francis

EDITOR'S NOTE: Any electrical questions you might have please address them to the magazine (Wire Works, Rod Action Magazine, 7950 Deering Ave., Canoga Park, CA 91304). We will see that Ron gets the questions and we will run them in the magazine as soon as possible.

Dear Ron,

I have some questions concerning 12-volt motors that maybe you can answer. I have a 12-volt single speed marine type wiper motor that I would like to convert to two-speed; can I do this by using two switches? One switch 12 volts to motor and the other switch to a resistor dropping voltage to motor and thus reducing speed?

If this will work would it have any adverse effects on the motor or other electrical circuits?

Would this configuration also work on the heater motor?

If the above is practical, what size (value) resistor/resistors would provide about ½ speed for both motors?

Thank you for taking the time to read this (my one finger typing/spelling is not the best) and if you can provide any information it would be appreciated.

Sincerely,
John C. Raphael
Port Orchard, Washington

John,

Why not use one switch with two positions. There are plenty of two-position type switches where the one has a built-in resistor to drop the voltage to make a slower speed. Our push-pull heater switch is the type you need. These should be available in better auto parts stores or through the Wire Works.

The drop in voltage in the second position will not hurt the motor at all. This is exactly how all car heaters change speeds. "factory" hook-ups have remote resistors that are usually located inside the air ducts of the heater and air conditioner to help cool the resistors which normally give off quite a bit of heat. You can use this method for both wipers and heater. If you desire to use separate switches for the two speeds, you will have to experiment with different resistors from the local radio supply store. Just find out what amperage the motors draw and take that information to the man in the store and he should be able to tell you what resistor(s) to buy.

Let me know how you make out. — Sincerely, Ron.

Dear Ron,

I have a 1941 Olds four-door sedan, it has a 1957 Cadillac motor and generator. I am going to switch to an alternator and your wiring harness. But the only thing left in the car that is six volts is the heater. What do I have to do in order to keep the heater six volts? And how hard is it to hook a turn signal switch to your harness?

Thanks,
Joel Glass
Gaines, Michigan

Joel,

Your Olds sounds like a real smooth riding cruiser. You should definitely switch to an alternator if you plan to use the car at all besides around the block. Yes we can make a harness for that combination and it will accept a turn signal switch from either a late model car or any after-market model including our push-buttom switches. The heater is no problem since we have several models of resistors which will keep the 6-volt motor humming smoothly on 12 volts. Our new adjustable model allows you to "dial in" your motor to exact voltage. — Sincerely, Ron

RA

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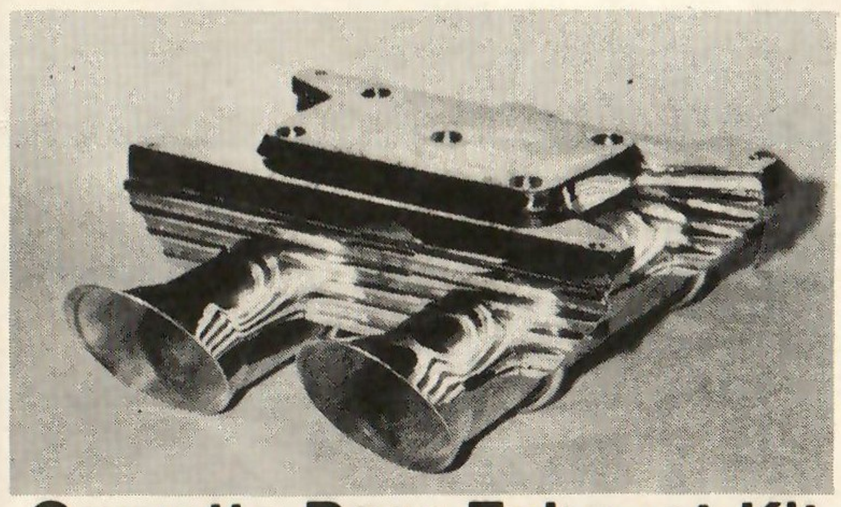
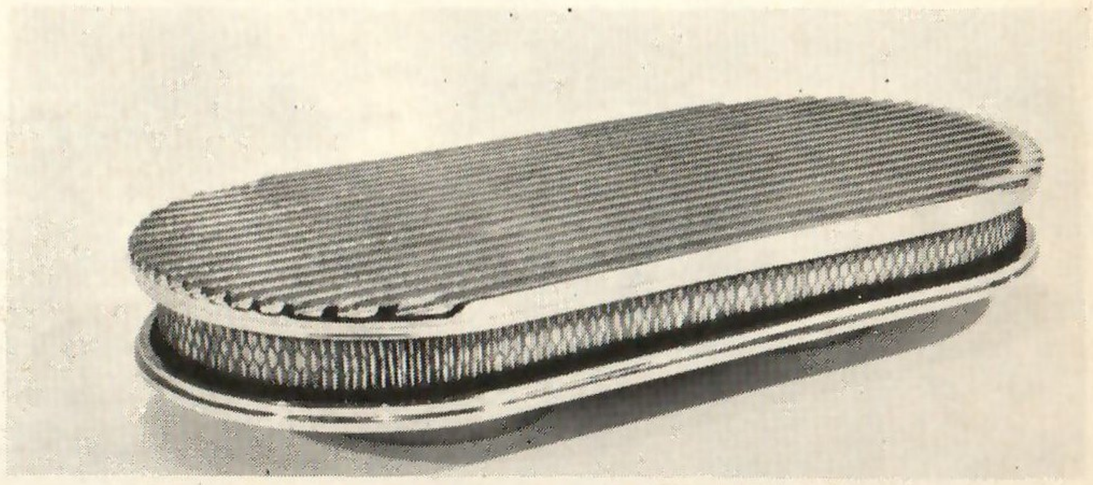
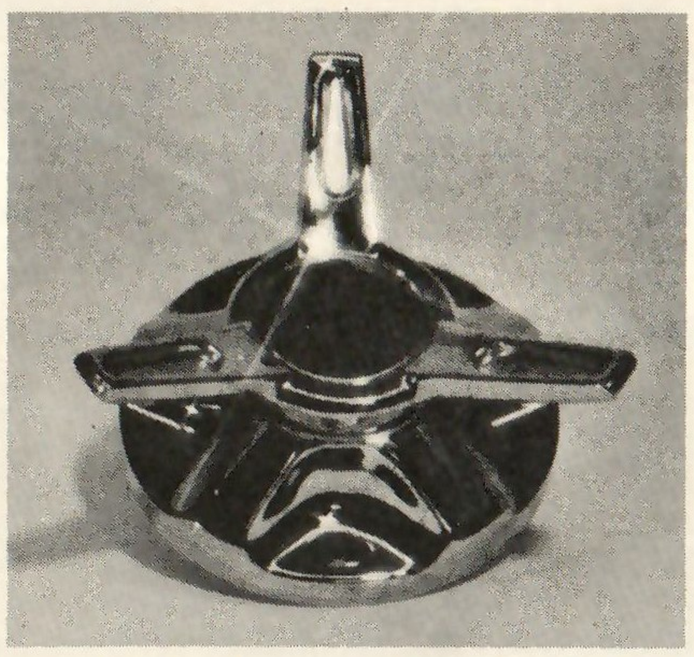


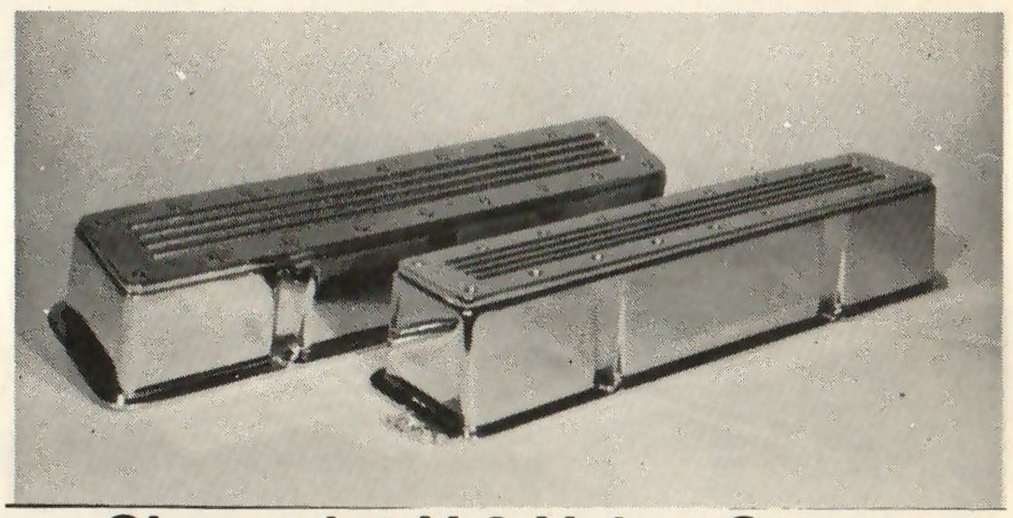
Corvette Rear Exhaust Kit
Chrome or Brass $100



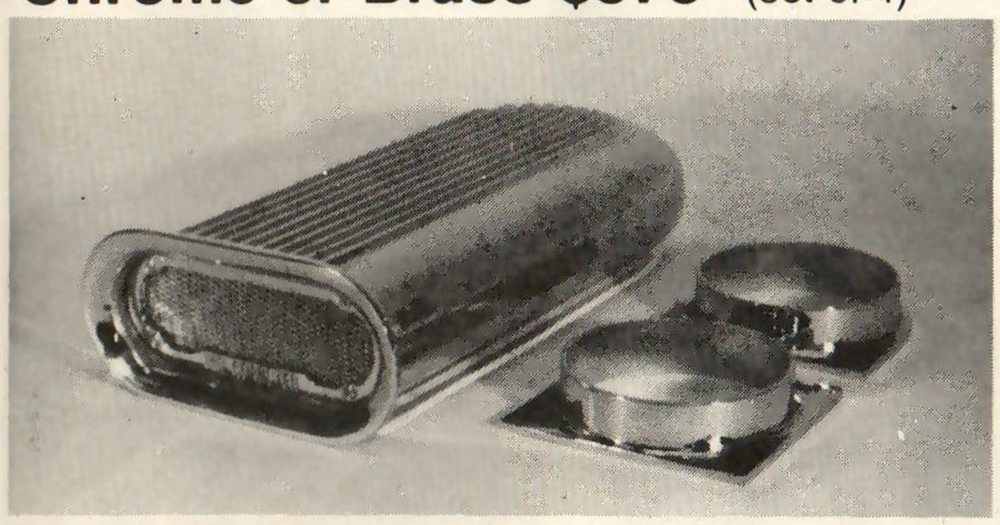
Dual "Cobra" Air Cleaner
Chrome or Brass $150



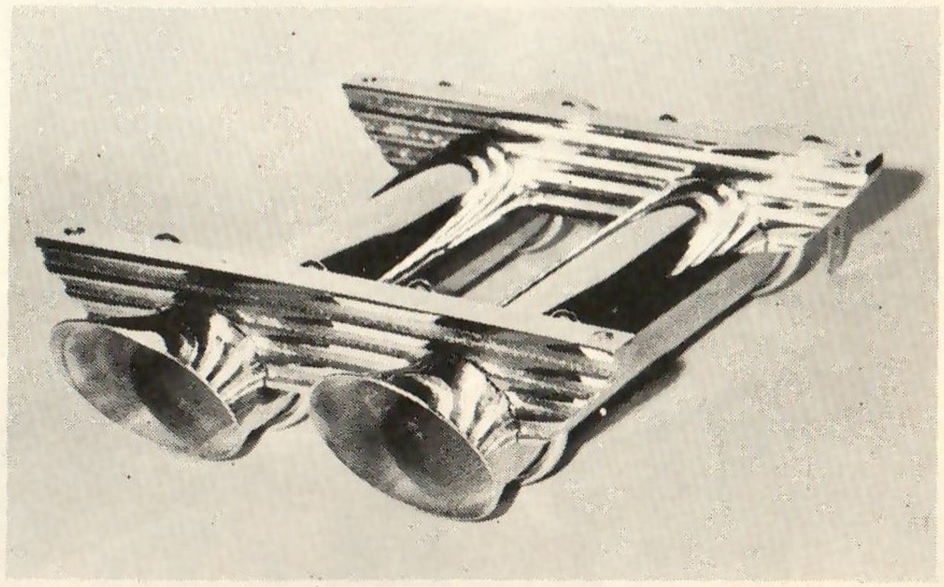
Mr. Roadster Knock-Offs
Chrome or Brass $375 (set of 4)



Chevrolet V-8 Valve Covers
— Bolt On Fin Top —
Chrome or Brass $135



Dual Quad Air Scoop With Filter
Chrome or Brass $130



Jaguar Rear Exhaust Kit
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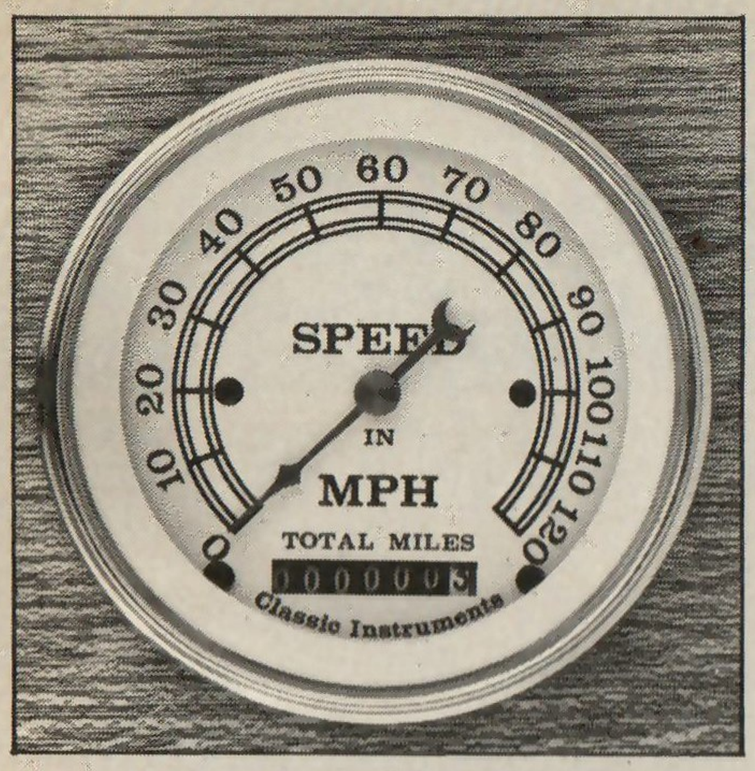
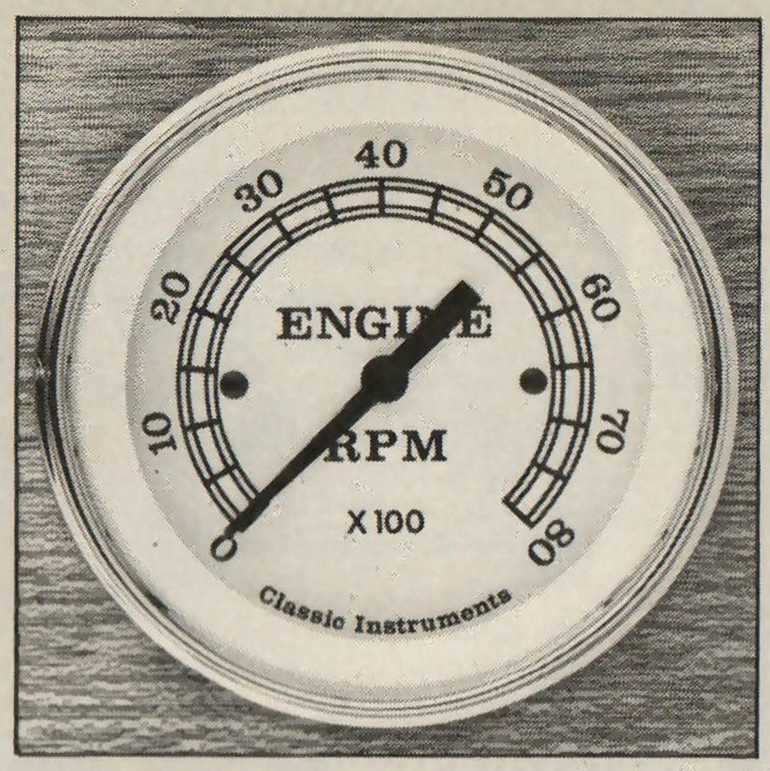
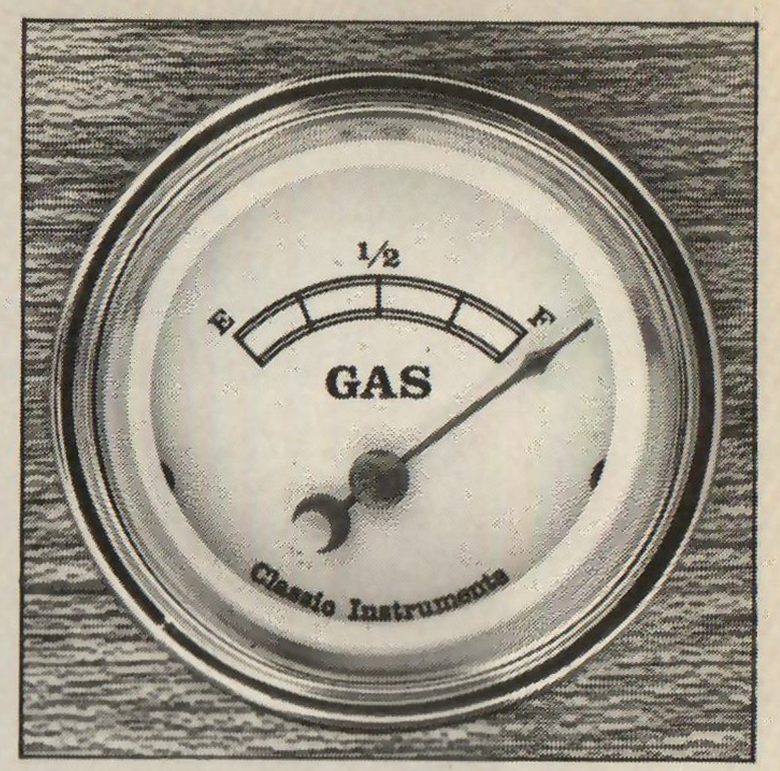


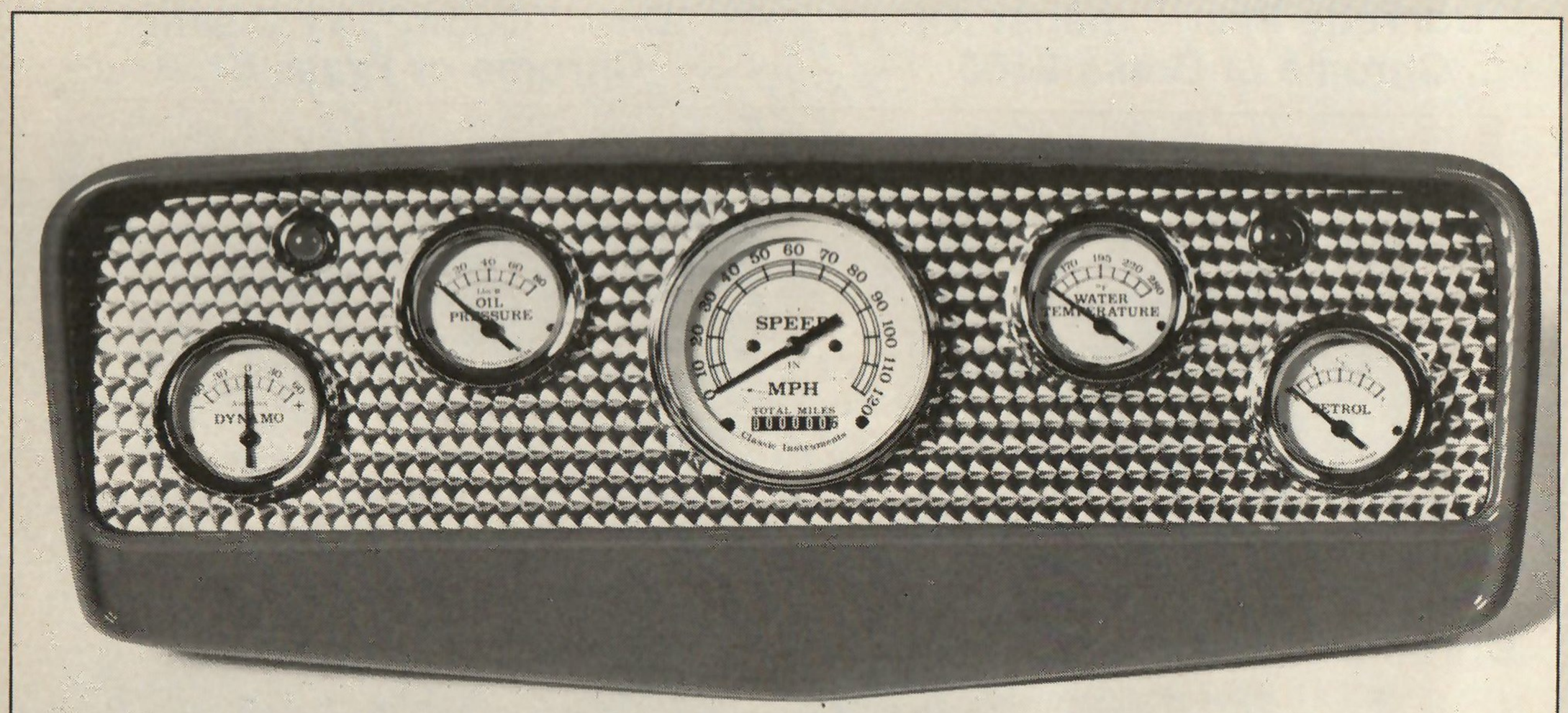
Within the Vintage Series the speedometer comes with either a 120 MPH readout (pictured) or 85 MPH with 0 to 130 KPH reading as well. They are all-electric and feature several ratios to allow "dialing" in for correct tire diameter/rear ratios.



The Classic Series tachometer comes with an 8,000 RPM read out, electric and with a 3-3/8-inch diameter case. A 6,000 RPM read out is also available. Installation is a single lead to the negative side of the coil.

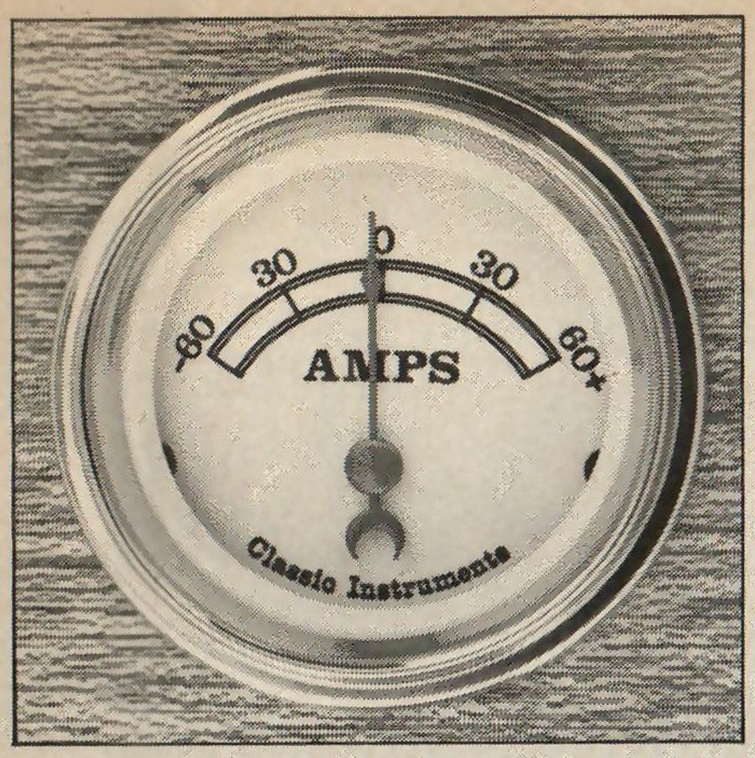


The Vintage gas gauge (and other gauges) comes in either chrome or brass casing. Also taken into consideration is the matching of the gauge to sending unit. Several resistance ranges are available (all senders must be late-model, from '70-on, and 12-volt, negative ground.

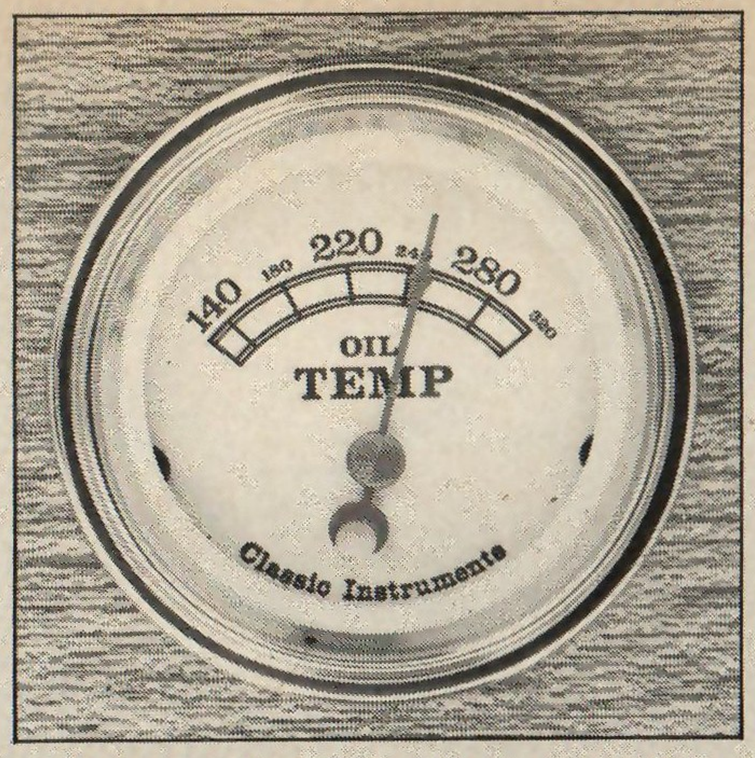


A CLASSIC STORY

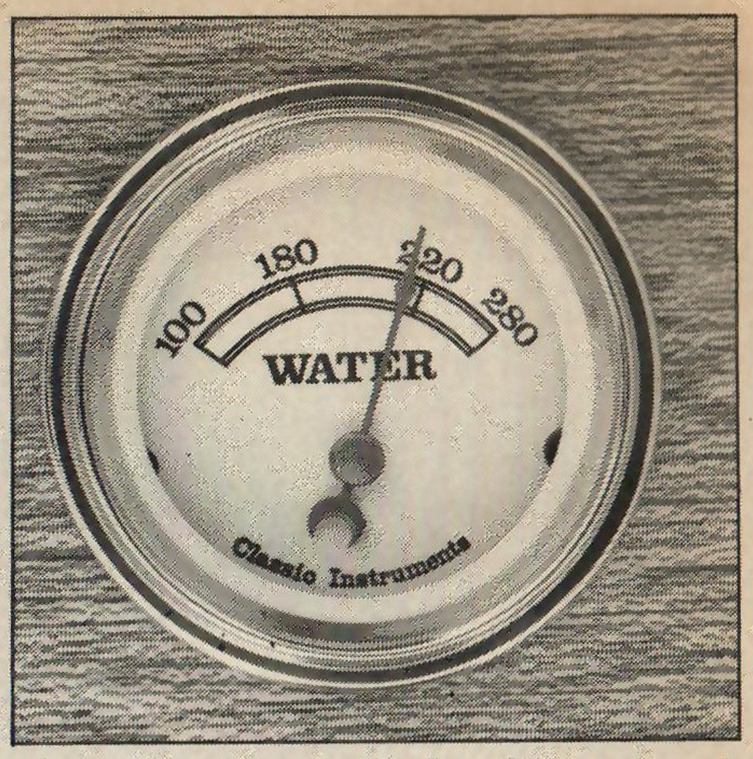
Gauges since the beginning of cars have created an immediate fascination with the driver; now the time has come to take a look at new gauges with an old look.



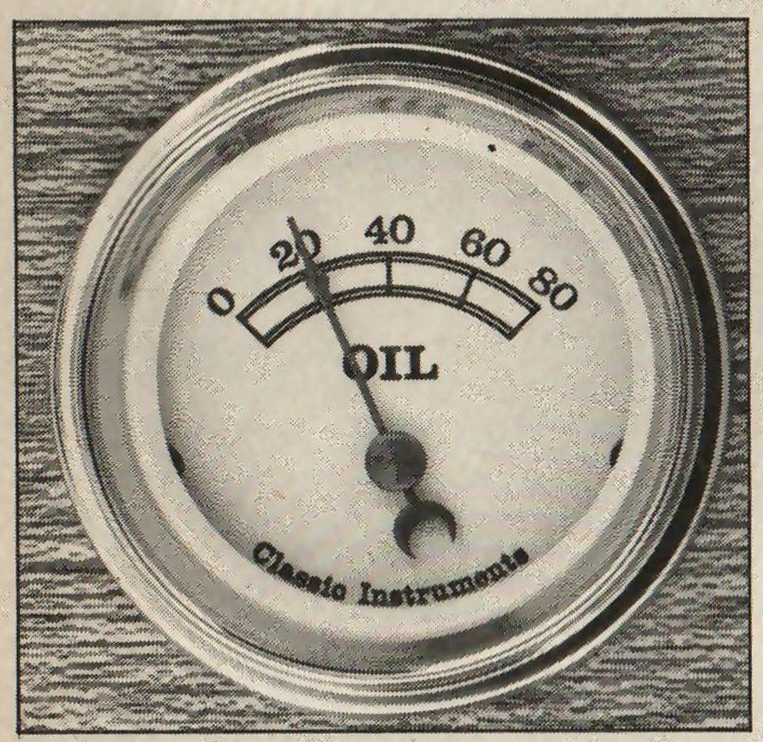
The Vintage amp gauge can also come with the script Dynamo, again, in chrome or brass case and comes with the unique indicating needle (common to Vintage line).



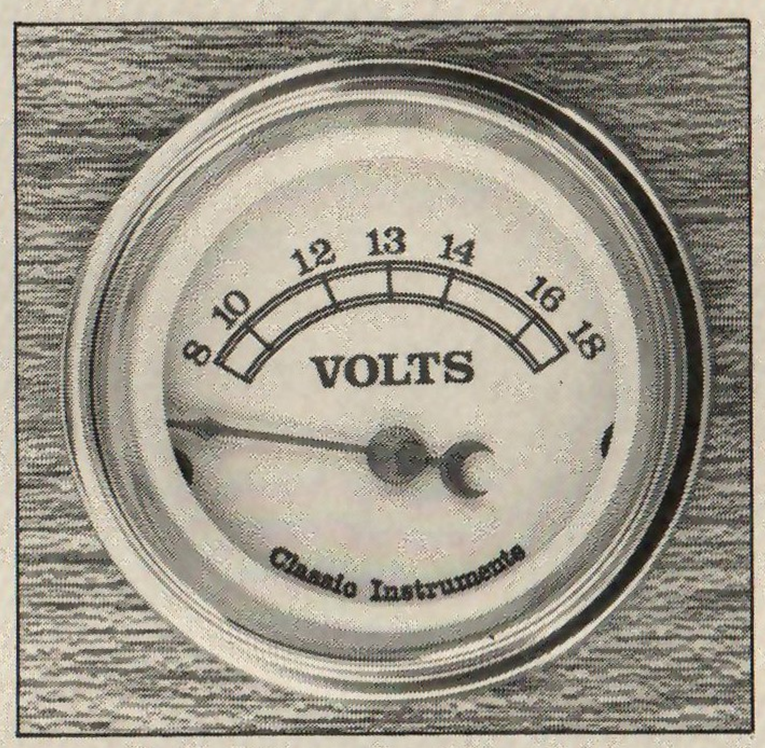
The Vintage oil temperature gauge can be used for engine, transmission or rear end oil temperatures. Read out is from 140 to 320. This gauge requires a matching sending unit.



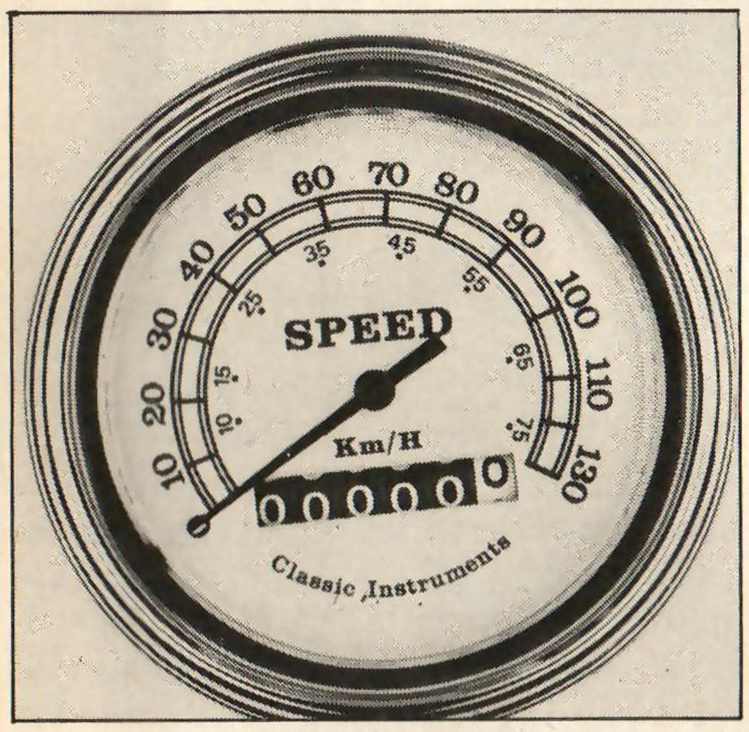
Read out is from 100 to 280 degrees F for the water temperature Vintage series gauge. This gauge too will require a sending unit. Sending units are determined according to engine size and make, year and whether it is a fore or aft pickup (this will determine length of wire for wiring kit).



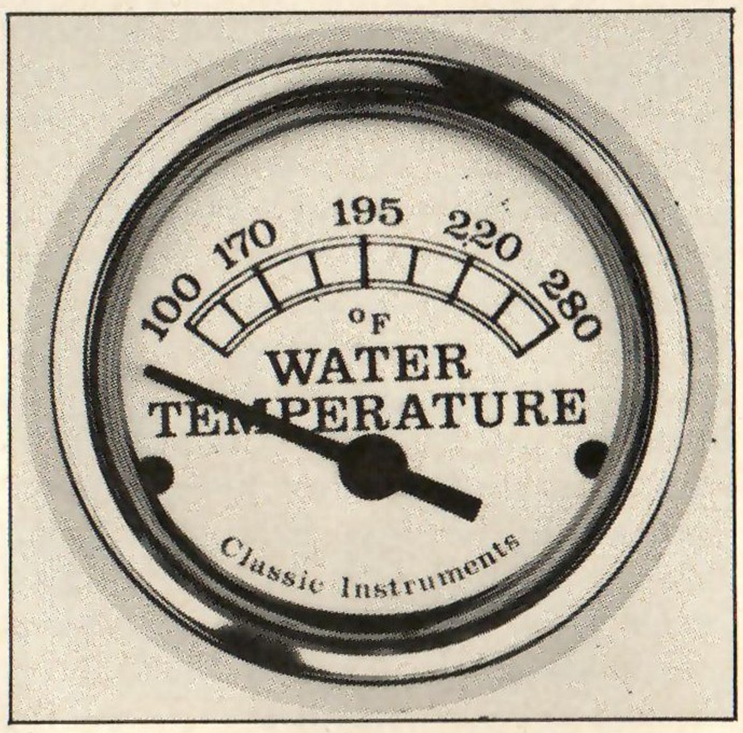
The oil pressure gauge within the Vintage series requires a 2-1/8-inch mounting hole, and at least 2-3/4 inches of depth. This gauge reads from 0 to 80 pounds per square inch.



The Vintage series voltmeter registers from 8 to 18 volts. Ideally the traditional 12-volt system should read between 13 and 14 volts during normal operation.



The Classic Series speedometer is similar in design to the Vintage Series but registration needle is different and you also have a choice of faces. Here the KmH is predominant with MPH reading out in small numerals. Either speedometer series requires a 3-3/8-inch mounting hole with at least 3-5/8 inches of depth.



The Classic Series of small gauges such as the water temperature, pictured, have the same degree read out but different registration needles and nomenclature.

(Editor's Note: Rod Action wishes to thank Frank Hettick, Jr. for providing RA with valuable information and photographs that have enabled us to do this story. Hettick, Jr. is the President of Classic Instruments, Inc., and an avid car enthusiast.)

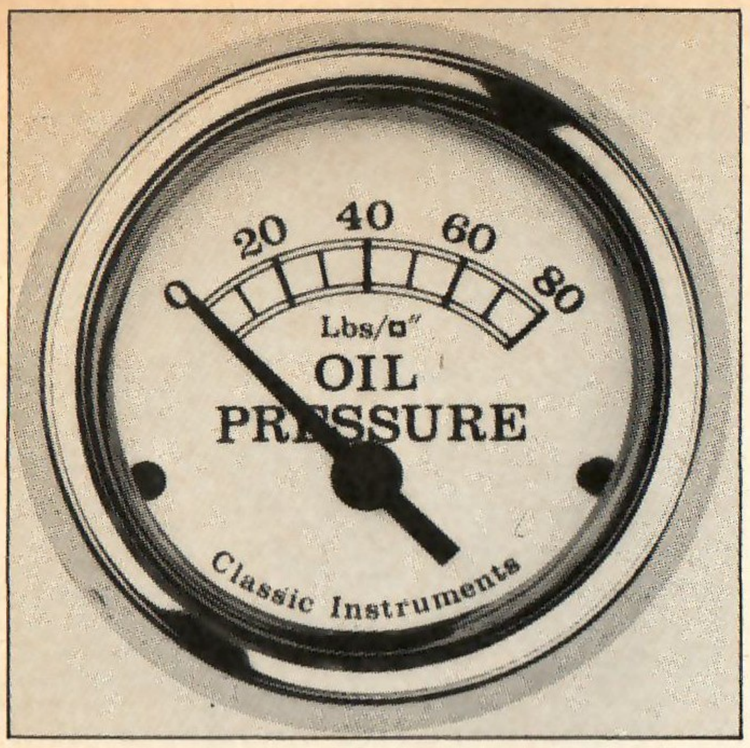
* * *

The well-known automotive design-stylist, Alex Tremulis, describes the gauges as "The most beautiful of instrumentation ever! A glorious return to the past!"

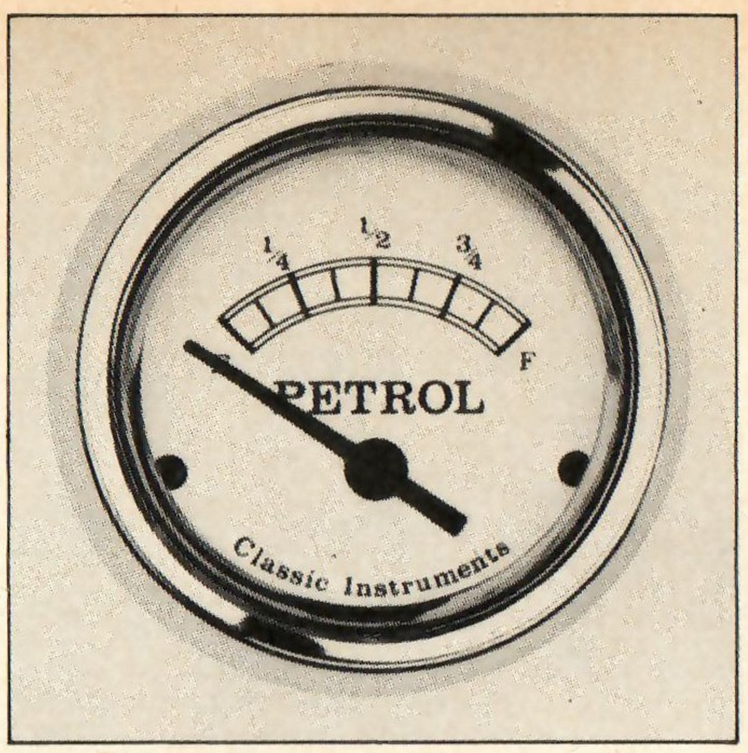
The growth of Classic Instruments from a hobby to a recognized force in the specialty automotive industry makes a fascinating story. These brass and chrome gauges with the 1920-30s look have filled a now-obvious vacuum in the replicar and specialty car markets.

Starting with a homebuilt gauge set in 1976 Classic Instruments, Inc., West Linn, Oregon, now supplies many of the nation's replicar manufacturers and street rod accessory shops. Frank Hettick, President is quick to point out that the gauges are designed to reflect an era—and were never meant to replace the stock gauges on a point restoration car, "The purist is not going to be interested in our gauges—but the person building an Auburn Speedster, a '52 MGTD replica or the street rodder finishing his '32 Ford appreciates our products."

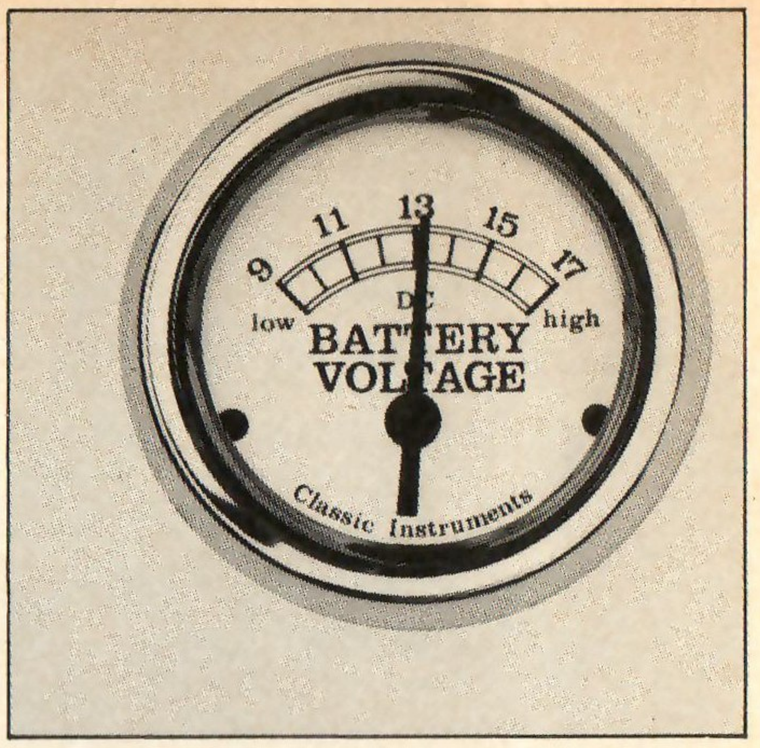
The matching gauges, available in either brass or chrome, have created enough interest that "We find ourselves being asked to show our products at more events than we can cover. However we have been able to develop a good dealer network



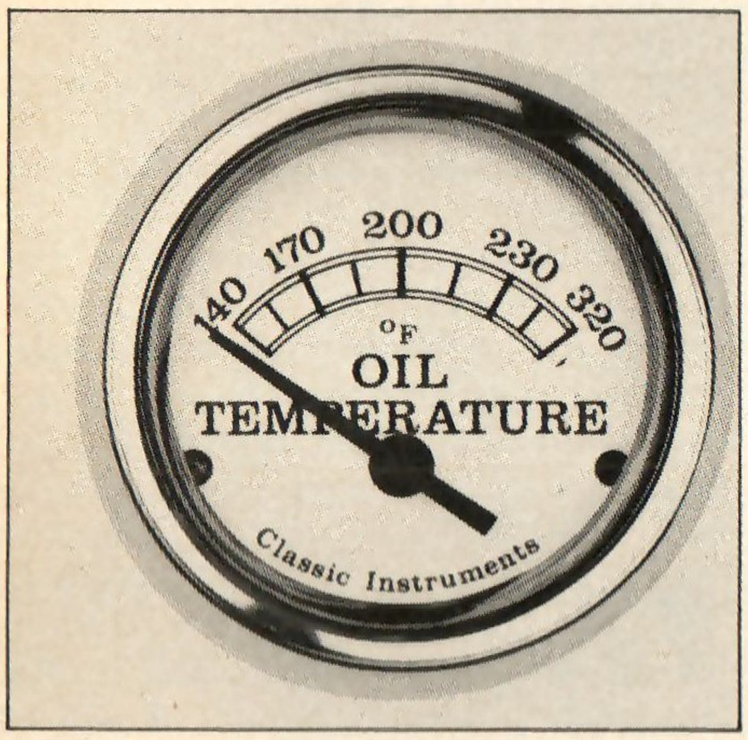
On the Classic oil pressure gauge note the wording with combination symbol and letters above. Unique pounds per square inch indication.



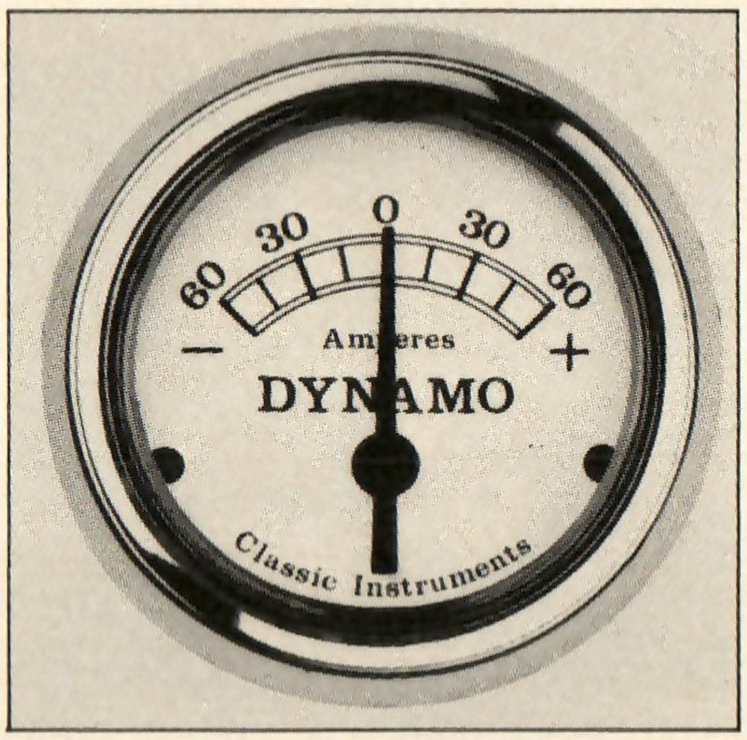
There is a choice, for instance on the gasoline gauge, of having either gas, fuel or petrol on the dial face.



The reading on the Classic gauge as opposed to the Vintage gauge for battery voltage is slightly different between the two; Vintage registers between 8 and 18 volts while the Classic gauge registers between 9 and 17 volts.



On the Class Series with regards to the oil temperature gauge the reading of the numbers are a bit more pronounced than on the Vintage Series. The range is still the same; 140 to 320 degrees F.



Large letters Dynamo with smaller wording, amperes, rests above. Scale is typical with minus to the left and plus to the right; range is 60 to 0 to 60 amps.

and the gauges are appearing at more and more shows across the country."

Hettick states "We do attend the major events like the National Street Rod Association show (5,500-plus cars at St. Paul, Minnesota), Association of Handcrafted Automobiles Annual Show (at Knott's Berry Farm) and the National Kit Car Convention in Reno. But our first aim is to fill the orders and catalog requests within 48 hours and that keeps us pretty busy. However the good thing about the shows is that the customer gets a 'hands-on' look and can see the kind of quality and precision we put into our gauges."

Searching for an instrument manufacturer to back them with the needed technology and production equipment was an uphill battle all the way and—"The big companies either laughed at us or never returned our telephone calls. It wasn't too long before we realized we were not going to receive any cooperation from the big names in the industry—they just wouldn't believe any market existed for what we were trying to do," Hettick recalls.

"On the other hand," Hettick continues, "we were much concerned over the quality and appearance we wanted to maintain, and whether that could be accomplished with the smaller auto gauge manufacturers was questionable. For instance, can you recall the last time you could buy a quality gauge with a polished brass bezel? Or with a glass lens (most are now of plastic)? And try to match the needle-style on the speedometer and tach with the smaller gauges (one well-known manufacturer explained in great technical detail why this was not possible). We just didn't know enough about instrument technology at the time to realize that many of the things we accomplished just could not be done!"

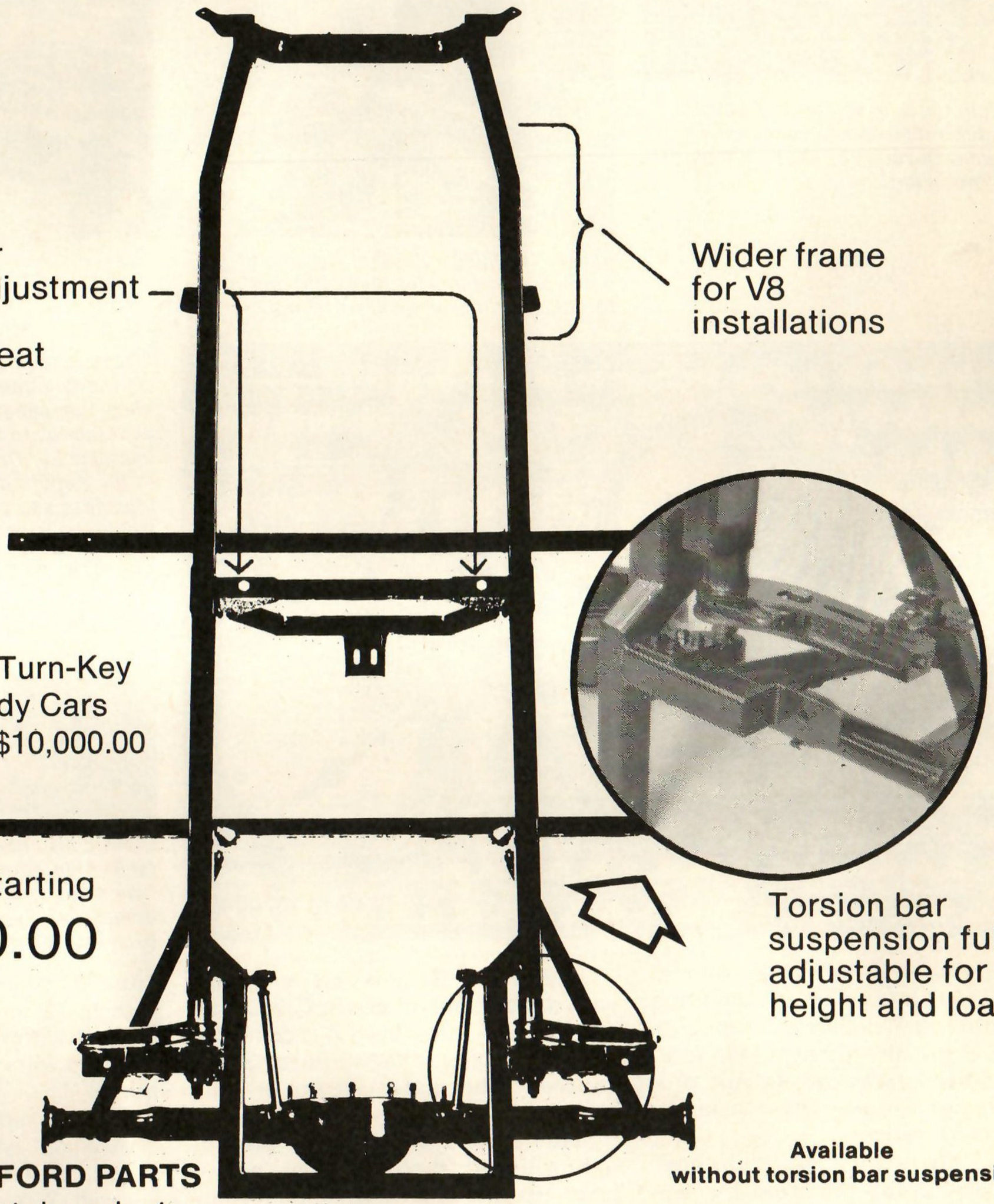
"Without knowing any better—we tackled one problem at a time."

Hettick is free with stories on what they have learned—"Want to set up in the gauge manufacturing business? Be glad to tell you every step you will need to go through—but after you realize what you are up against you'll probably decide there are easier ways to make a dollar. If we had known what we were going to be faced with—we might have taken the other manufacturer's advice. But—it has been an exciting six years and we have proven we could do it—furnish a quality product at a reasonable price to a market that had been ready for years for what we have!"

With those hurdles to overcome how did Classic Instruments get the concept off the ground? Hettick replies, "Since the big gauge manufacturers chose to ignore us we turned to several small aircraft and marine instrument companies. Here we found the exact opposite! These people were excited over what we were trying to do and were willing to work with us through the technical problems. We determined we could build our gauges around existing electrical components and since the parts were already engineered to aircraft and marine specifications the quality and reliability were assured. This approach saved us a bundle right at the start. With the major technical aspects solved we concentrated on such things as case design, dial-face screening, bezel stamping, polishing or plating and the final assembly."

Asked if the product line is now pretty stabilized Hettick admits that "We are always keeping our eyes open for new product development—but we do have one rule that restricts our line—It must be in demand and

MODEL T SHOP



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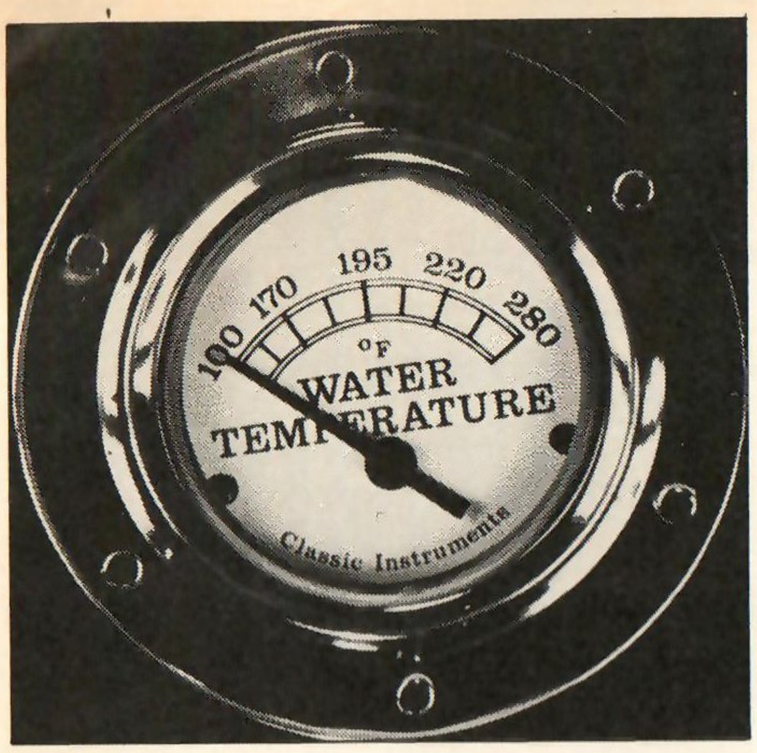
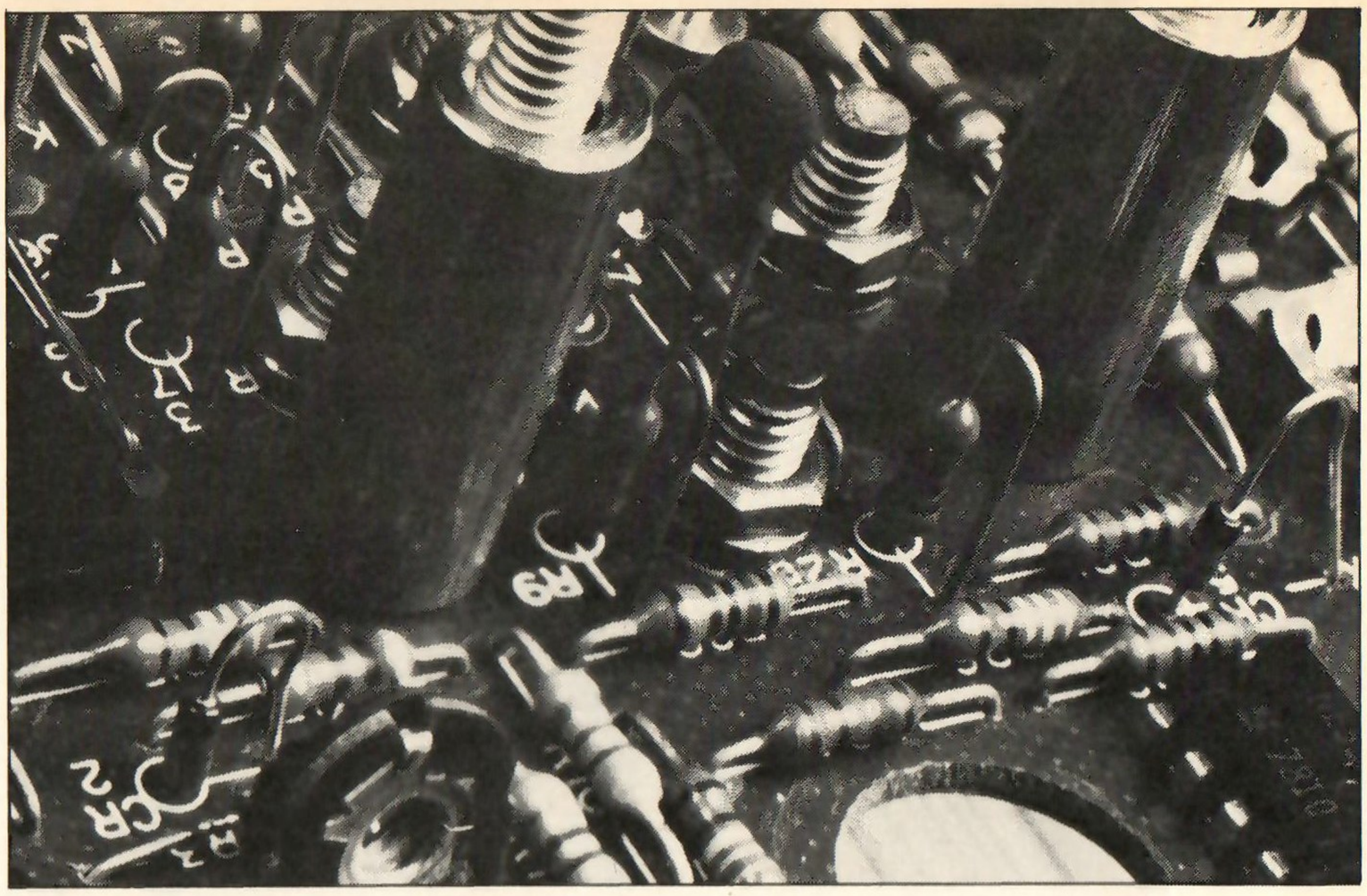
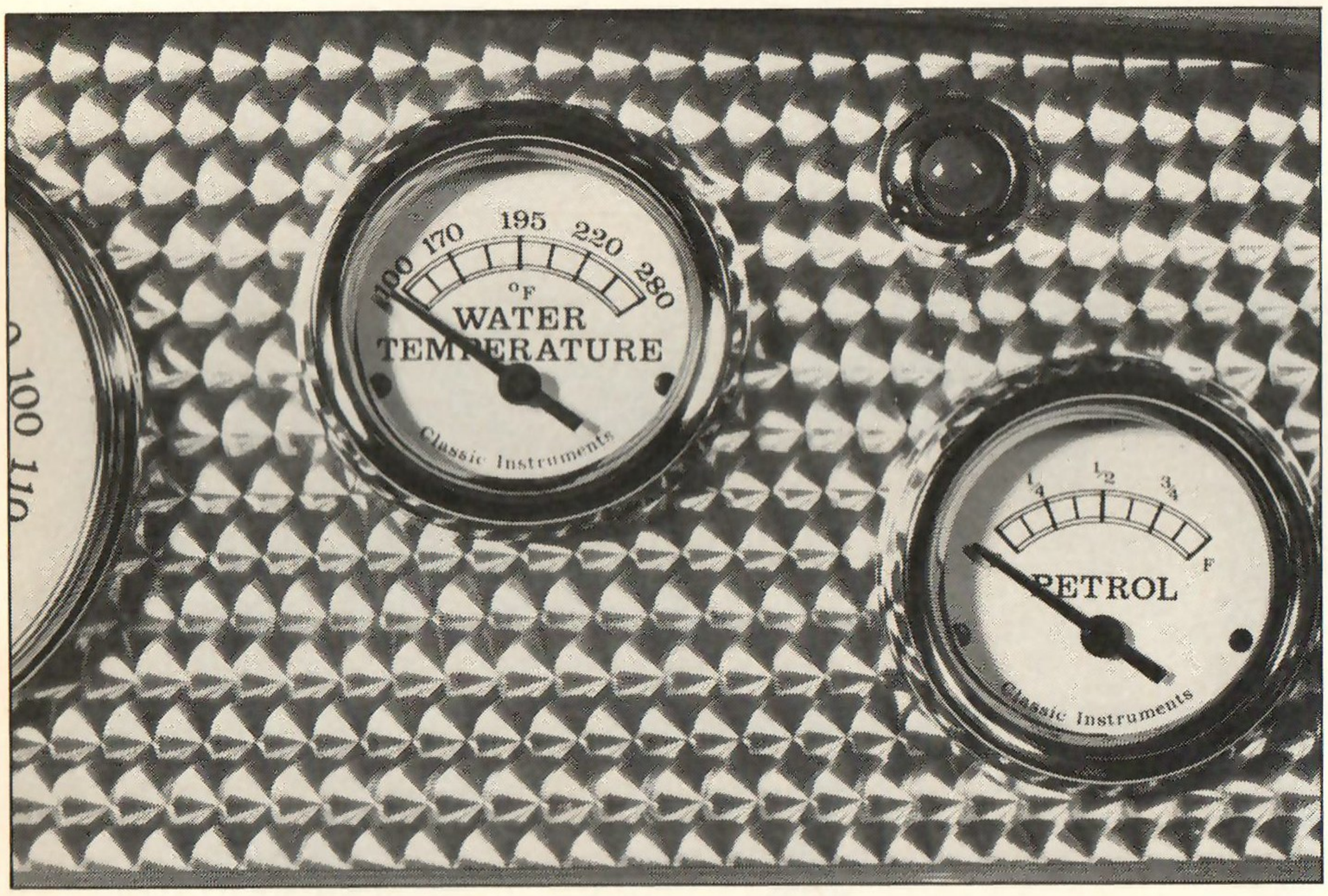


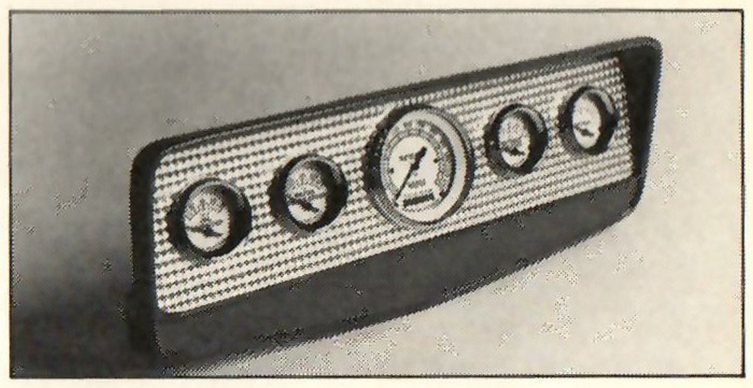
If you wish, there is an optional bezel which can be mounted to either series of instruments. Bezel gives appearances of external mounting.



Internal workings of either the speedometer or tachometer resemble and relate to modern technological workings.



"Damaschening" or "engine turning" as we rodders call it is a feature on the aluminum panels sold as optional accessories to be used with the Classic instruments. They are precut panels to fit the Auburn dash measuring .025-inch thickness and can also be ordered in 9x36-inch panels. There is a Urethane coating to protect the luster of the aluminum over prolonged usage.



Classic also has an Auburn Dash Panel (shown) to go along with the precut five-hole aluminum insert. Aluminum insert comes with five holes cut, no holes or in 9x36-inch panel.

not available from any other source! We are not interested in spending time, effort and dollars to duplicate items that are already available elsewhere! This is why we do not produce modern-appearing (usually black-faced) gauges."

When queried about "vintage" gauges now being produced by several large manufacturers Hettick states "We initiated legal action in 1981 to protect our trademark and designs. Apparently the companies producing the 'look-alikes' felt we were just too small to be concerned —but we tend to be very protective of our efforts and reputation. The suit (to be heard in Oregon court) is for trademark infringement, unfair trade practices and unfair competition. Until that is settled we are really not able to say too much about it."

The West Linn-based company with a plant and offices in Clackamas has recently introduced a second line of instruments—the Vintage Series gauges, "The dial-faces are a light brown with dark brown lettering and numerals. And the needles are the old-fashioned type with an arrowhead tip and a crescent-moon counterbalance! We have also 'Americanized' the wording a bit—for instance, Gas rather than Petrol, Amps instead of Dynamo, etc. The overall effect is quite reminiscent of the mid-30's era, especially the 1935-36 Ford period!"

"We first displayed the Vintage Series in July at the NSRA National meet in St. Paul followed by an introduction to the kit-car market at the Reno convention. Response was very good and it appears the Vintage style will probably outsell our traditional Classic style (white-faced with black lettering). We were quite pleased with customer acceptance. It makes it all worthwhile," Hettick replies.

The company had some early concerns about competition from the larger manufacturers but "We concluded that if we turned out the best product we could at a reasonable price and gave personal service all the way—well, we just couldn't do any better than that. So we stopped worrying about the big companies. We knew we were giving it everything we could—our best shot, so to speak and that was the best anyone could do."

Hettick reflects "We have since found out that our small size allows

(Continued on page 78)

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COMPLETE FOR ALL VEHICLES TO BE INSURED

Veh.	Model Yr.	Make	Body Type	Model	Identification No.	Insured Value	Principal Driver	Odometer Reading
1.								
2.								
3.								

1. Are all vehicles kept in completely enclosed, locked garages? ..... Yes ☐ No ☐
2. Are listed vehicles used for any purpose other than club or hobby activities or an occasional "Sunday drive"? ..... Yes ☐ No ☐
3. Will any insured car be driven more than 2500 miles? ..... Yes ☐ No ☐
4. Member of a car club? Which one? ..... Yes ☐ No ☐
5. Are listed vehicles used for any type of speed or timed event? ..... Yes ☐ No ☐
6. Engine Manufacturer ..... Year of Mfg ..... Size .....
7. Type Brakes ..... Shoe ☐ Disc ☐ New ☐ Rebuilt ☐ (check appropriate boxes) .....
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9. Type Rear .....
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    Note: We do not provide coverage for "flames", stripes, air brush work or other special or exotic paint schemes.
11. **List other collectible and family cars and indicate where insured.** .....
12. How long have you owned this vehicle? .....
13. Did you build it or buy it? .....
14. Is it now insured? Yes ☐ No ☐, if so, where? .....

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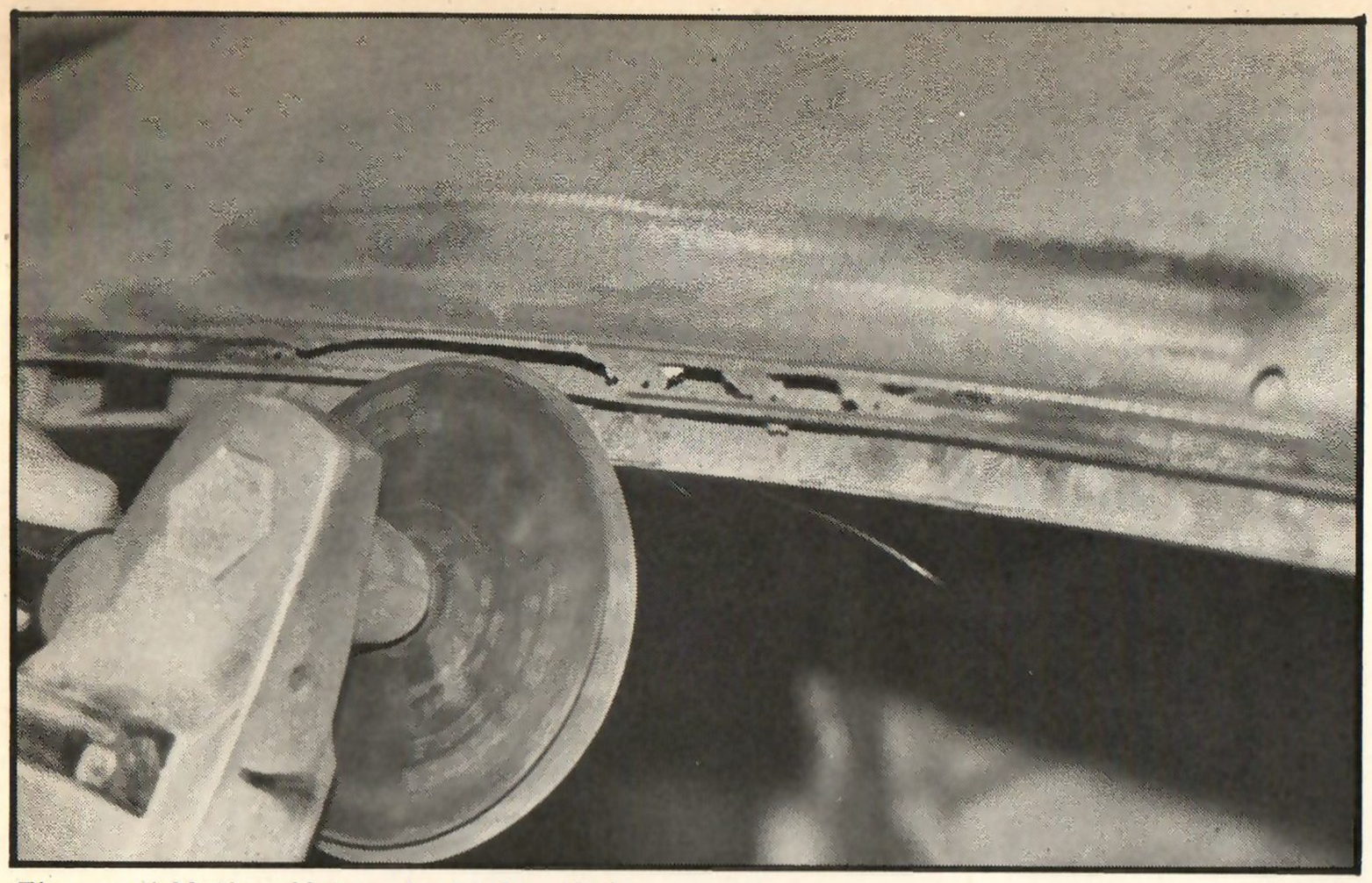
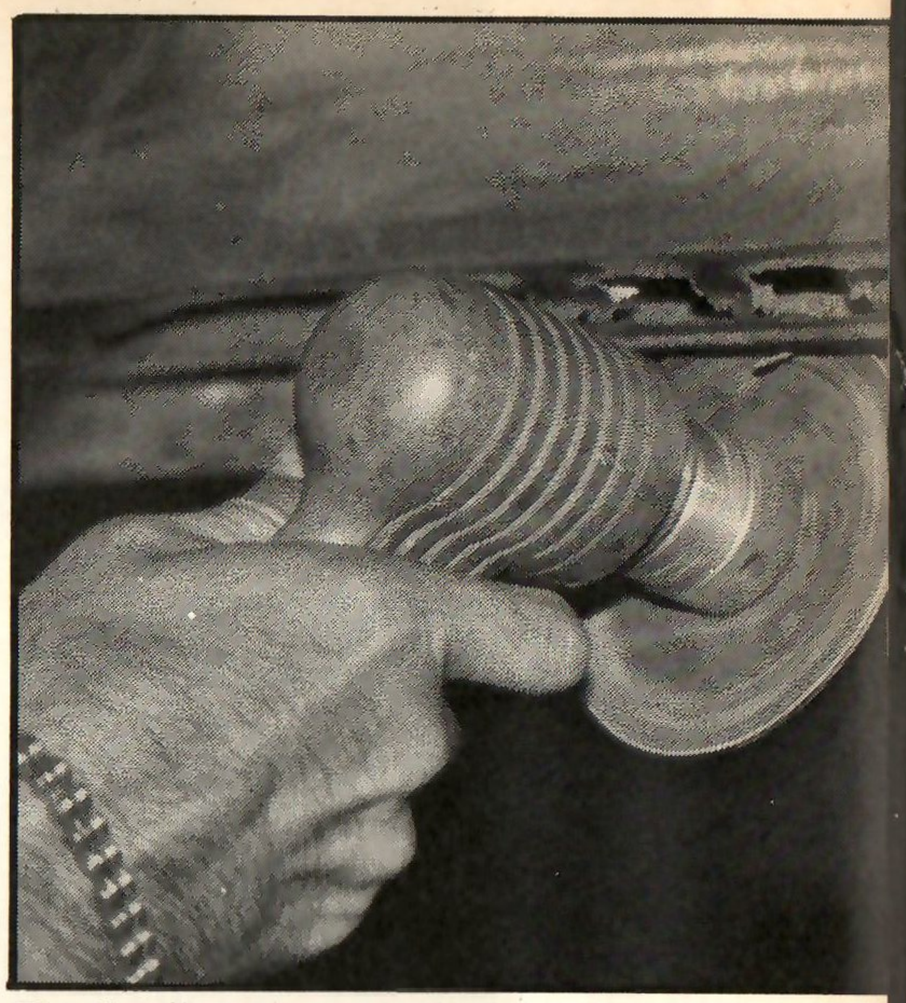
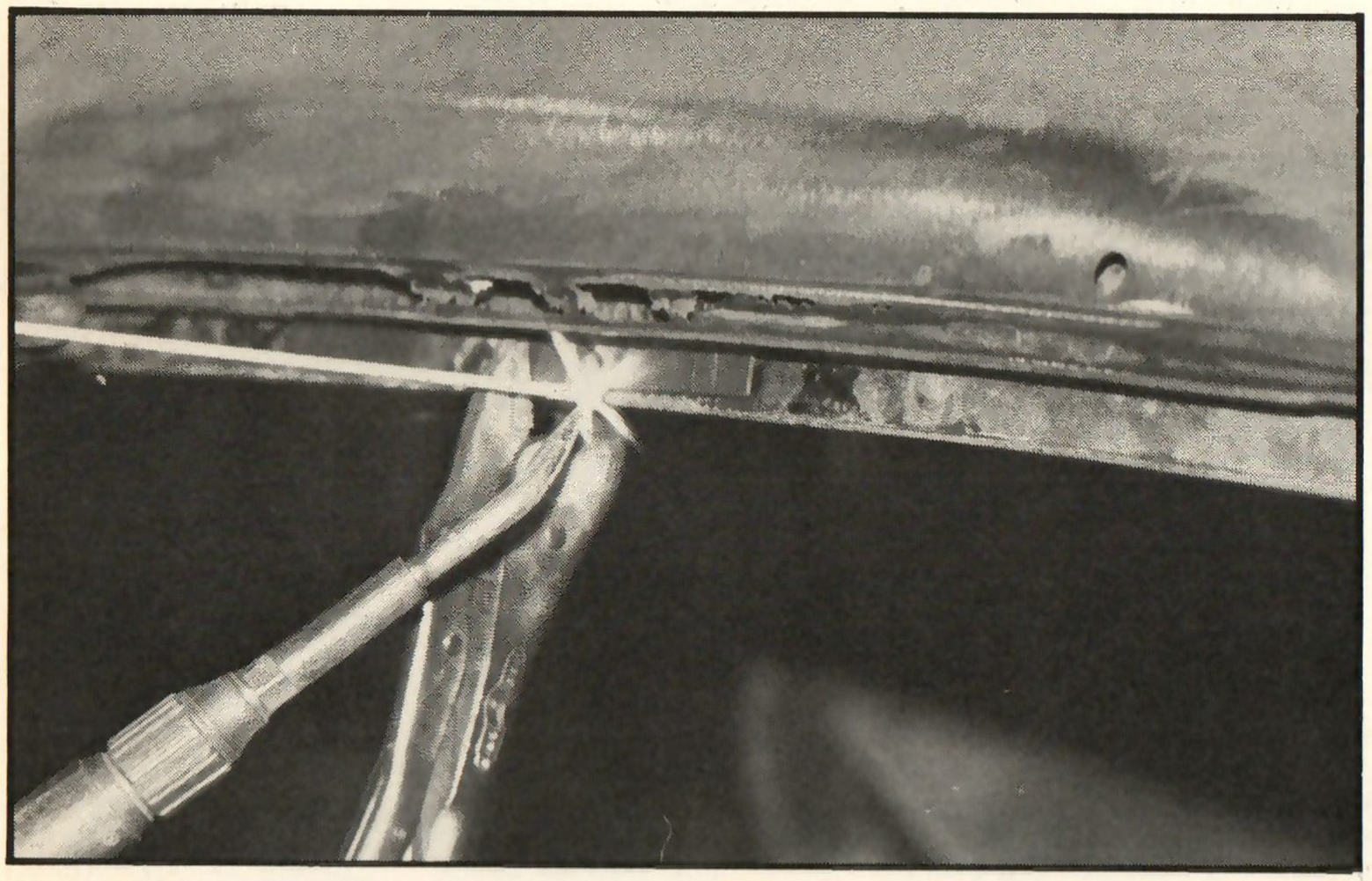


Time and Mother Nature had taken their course on the '33. Here we are bringing the '33 back into shape by grinding away all traces of rot around the windshield channel.



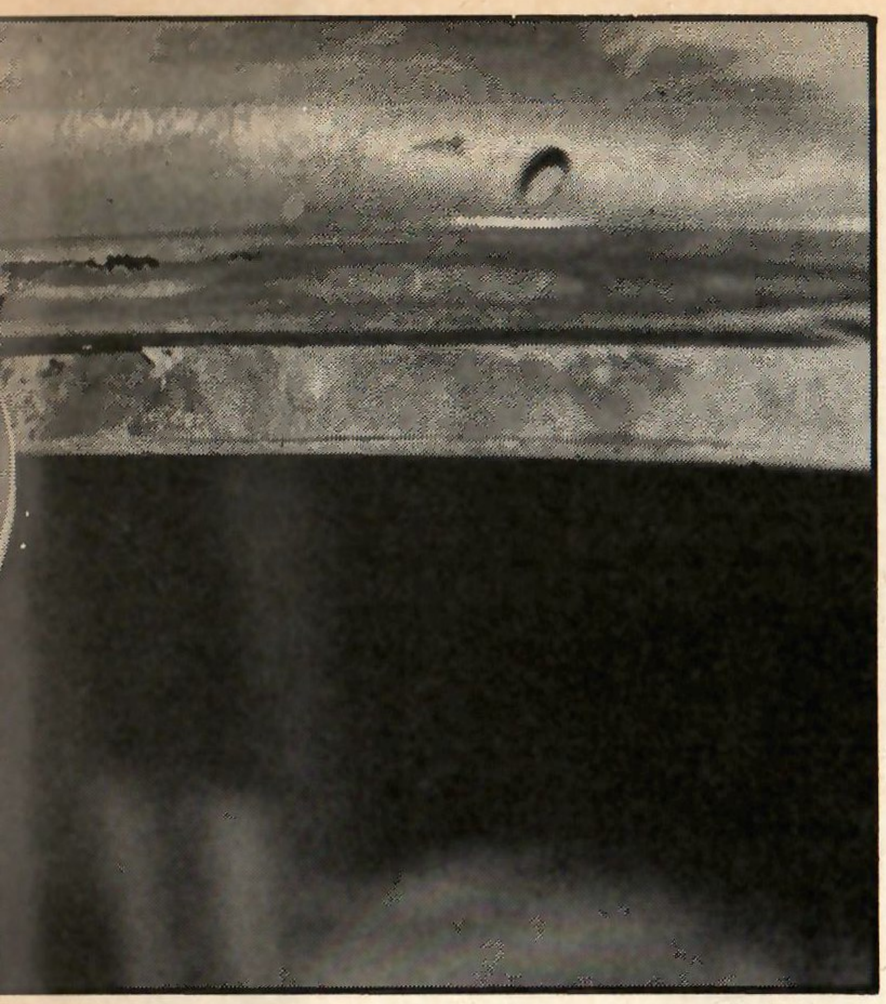
The flat area was ground where the windshield frame seals. Water got into the channel from the hole on the right, the windshield wiper location.

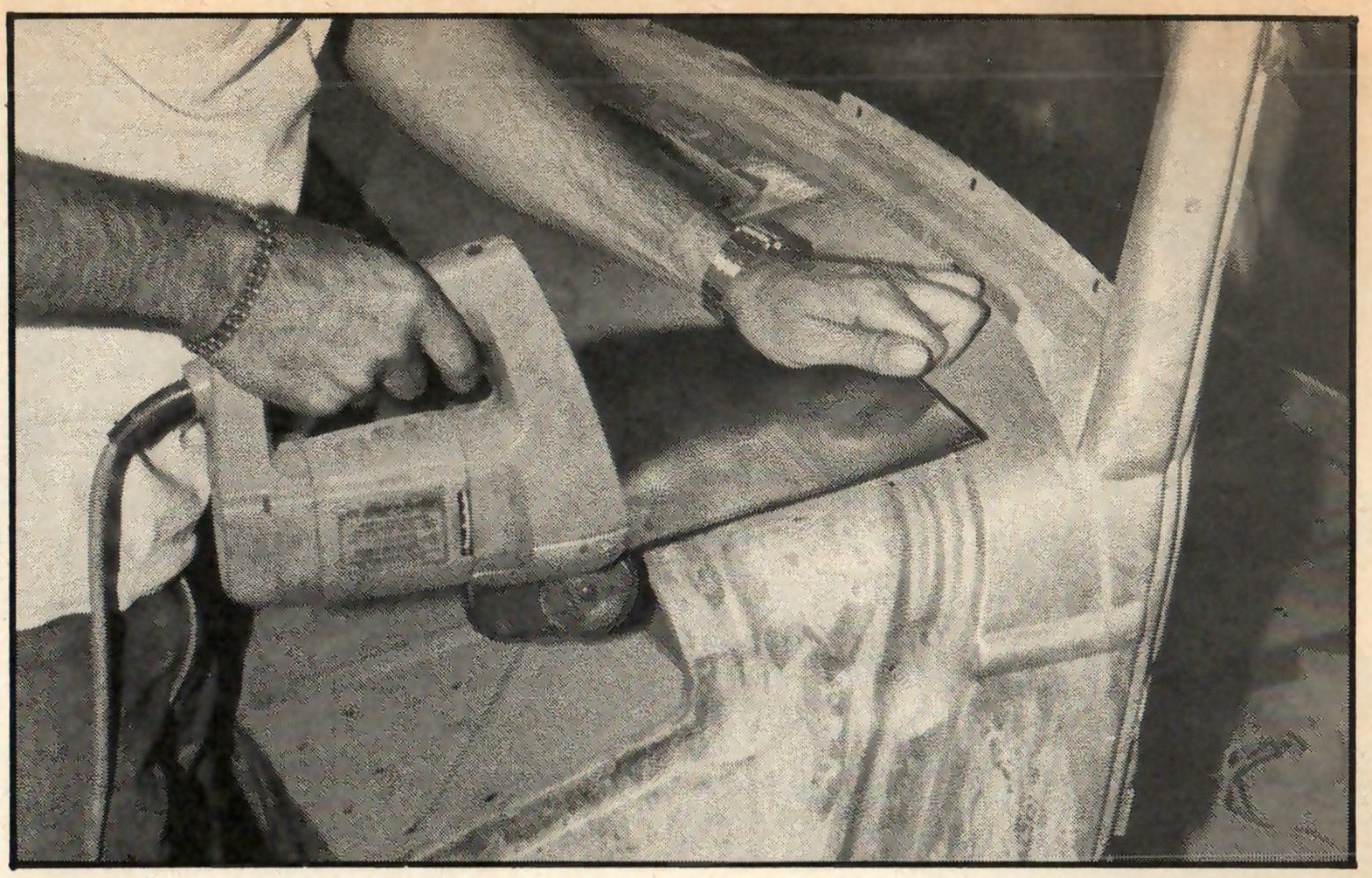
The trimmed patch was then clamped into place and brazed.



HOW-TO:

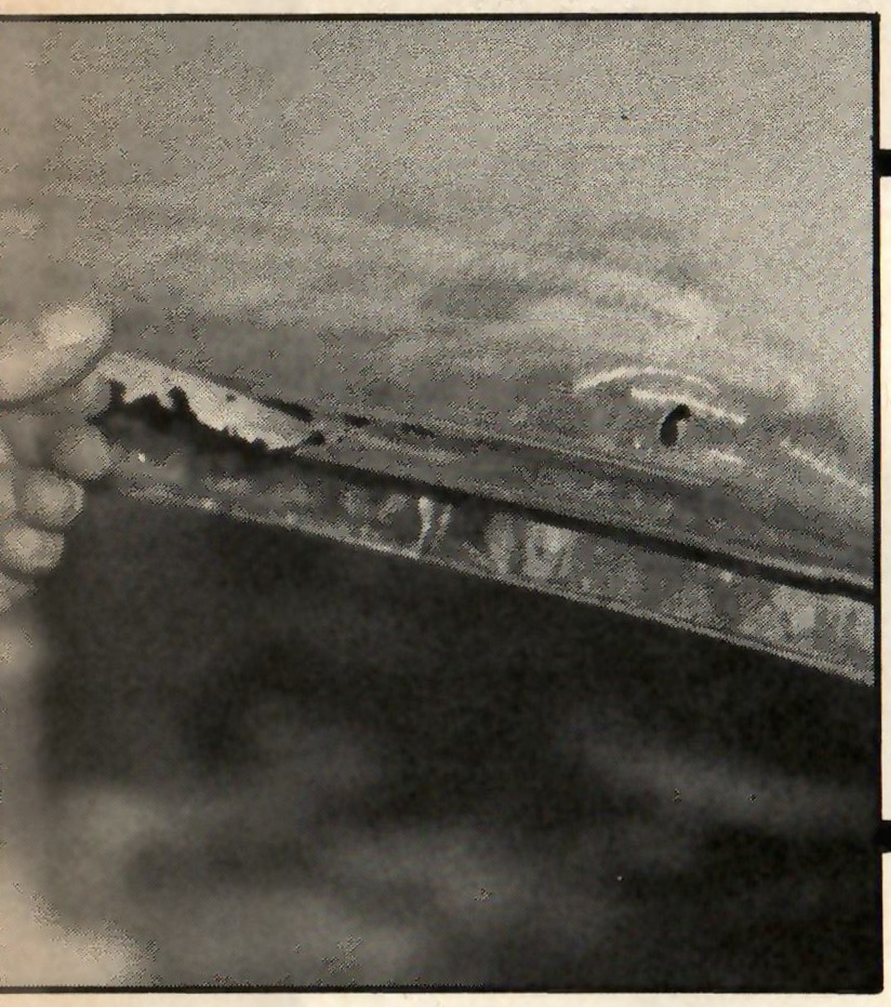
repairing windshield CHANNEL ROT

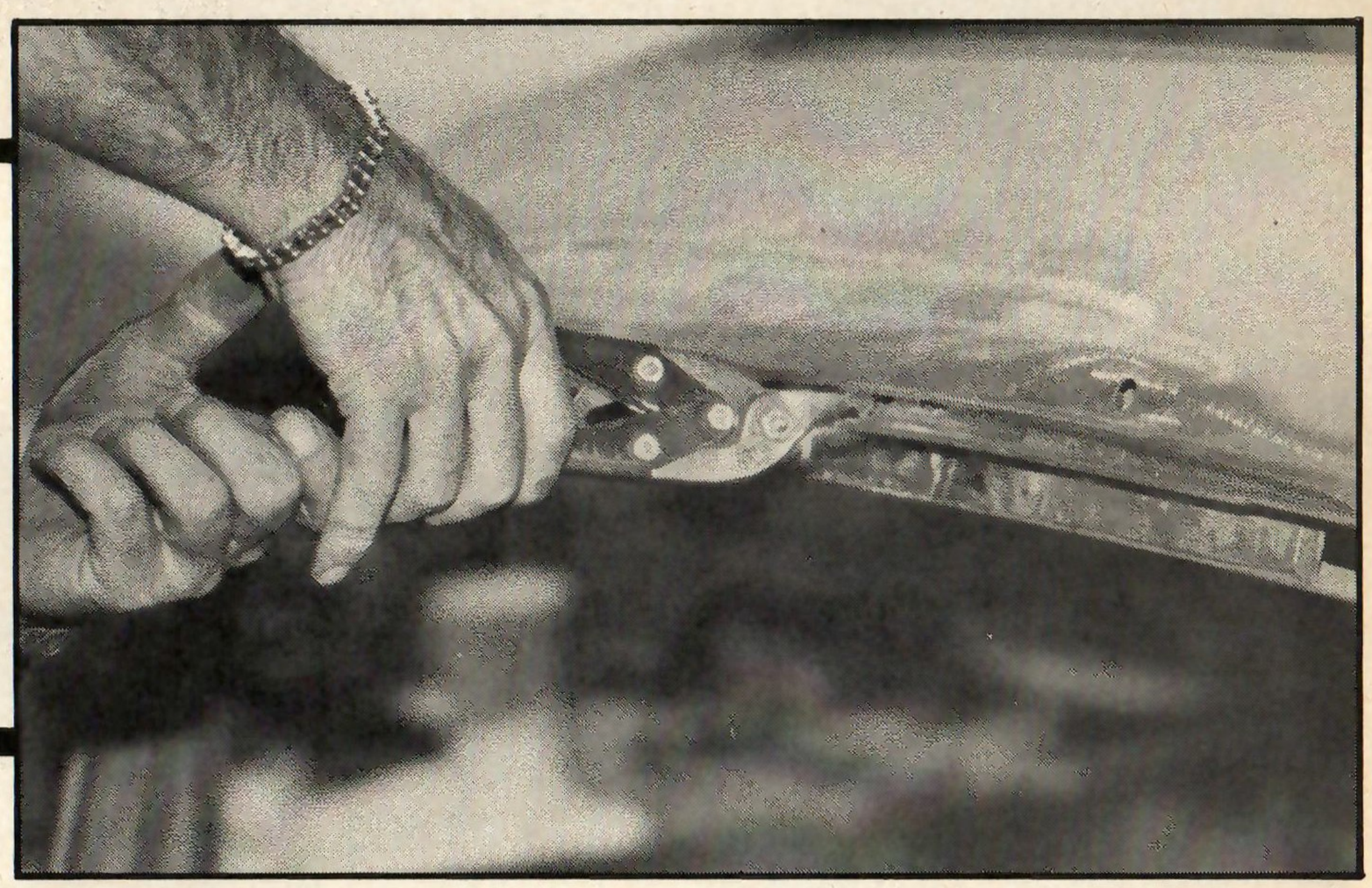




Sheetmetal was measured to fit the area, cut and trimmed.

All loose or weak metal was removed prior to fitting the new sheet metal for the next step.





The Freeway Flyer, ol' '33, gets some much needed bodywork attention.

By Chuck Coyne

A lot of rust (cancer rot) had attacked the '33 during its travels from Henry's factory in Detroit to the street rod shops of Southern California. Already repaired are the quarter, rocker and cowl panels with patch panels from the '34 Store in Santa Clara, California. You have seen how the entire body got rid of the dreaded rust in one fell swoop at Redi-Strip in Ceritos, California. Now we are going to repair one of the more puzzling spots of rot on the car; the windshield channel.

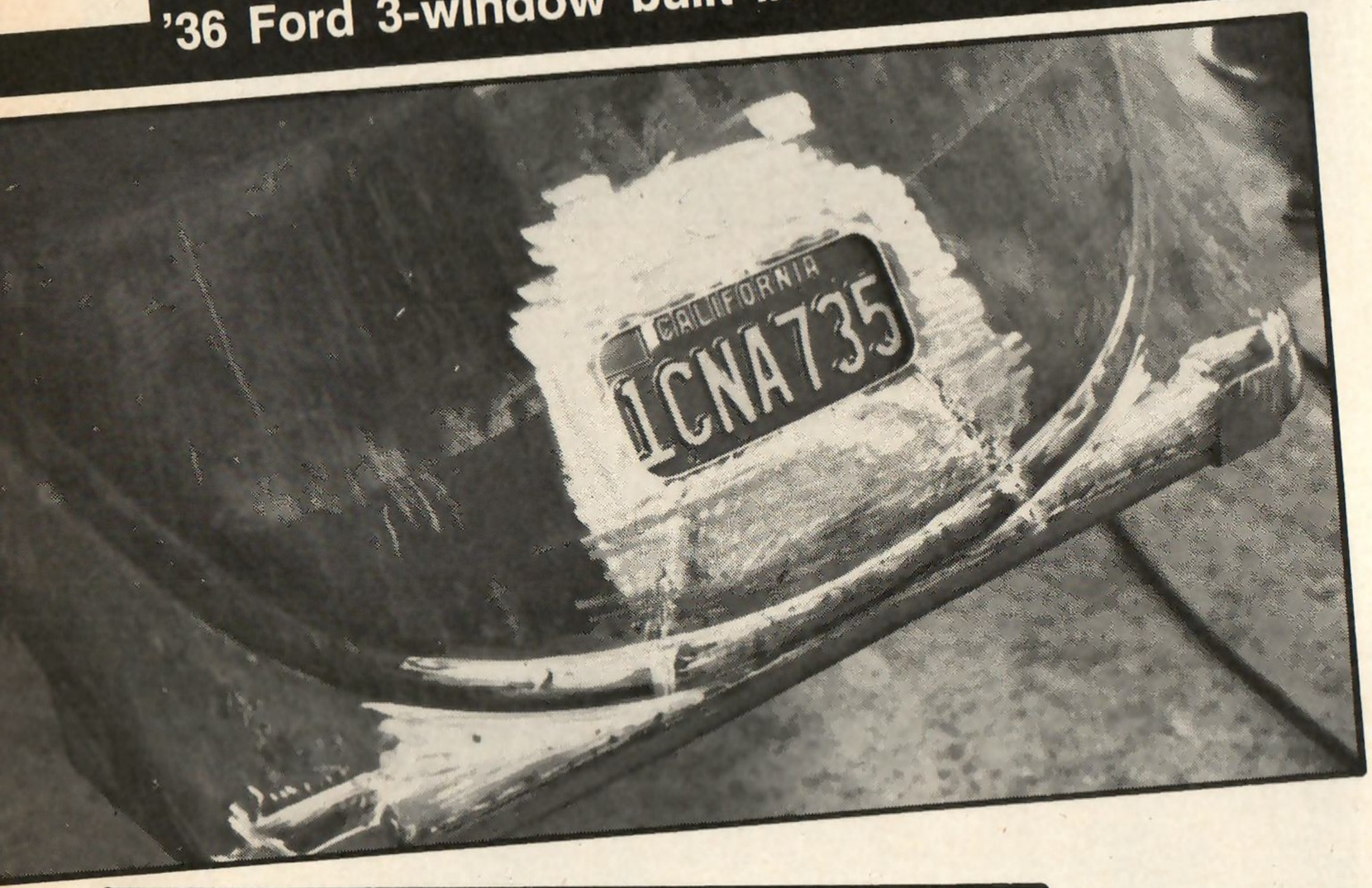
Since the rusted location was in an area of the body that seemed like it would stay high and dry, it was a bit of a mystery as to how the rust got started. The rockers etc., were understandably rusted since they had spent extended periods of time just sitting on the ground decomposing. Our faithful bodyman/painter/'50s music fanatic Steve Gronas pointed otu the clues. Suffice to say the hole Henry drilled for the windshield wiper also worked well as an avenue of entry for streams of water once the rubber grommet disintegrated.

The next mystery was how to repair the problem. As can be seen in the photos, the first thing to happen was a lot of grinding. All loose and flimsy bits of "sorry" metal were removed and the area around the patch

(Continued on page 88)

SUNKEN PLATES FOR CUSTOMS

The technique is called Frenching; the object is the rear license plate; and the subject is a '36 Ford 3-window built in the custom vein.



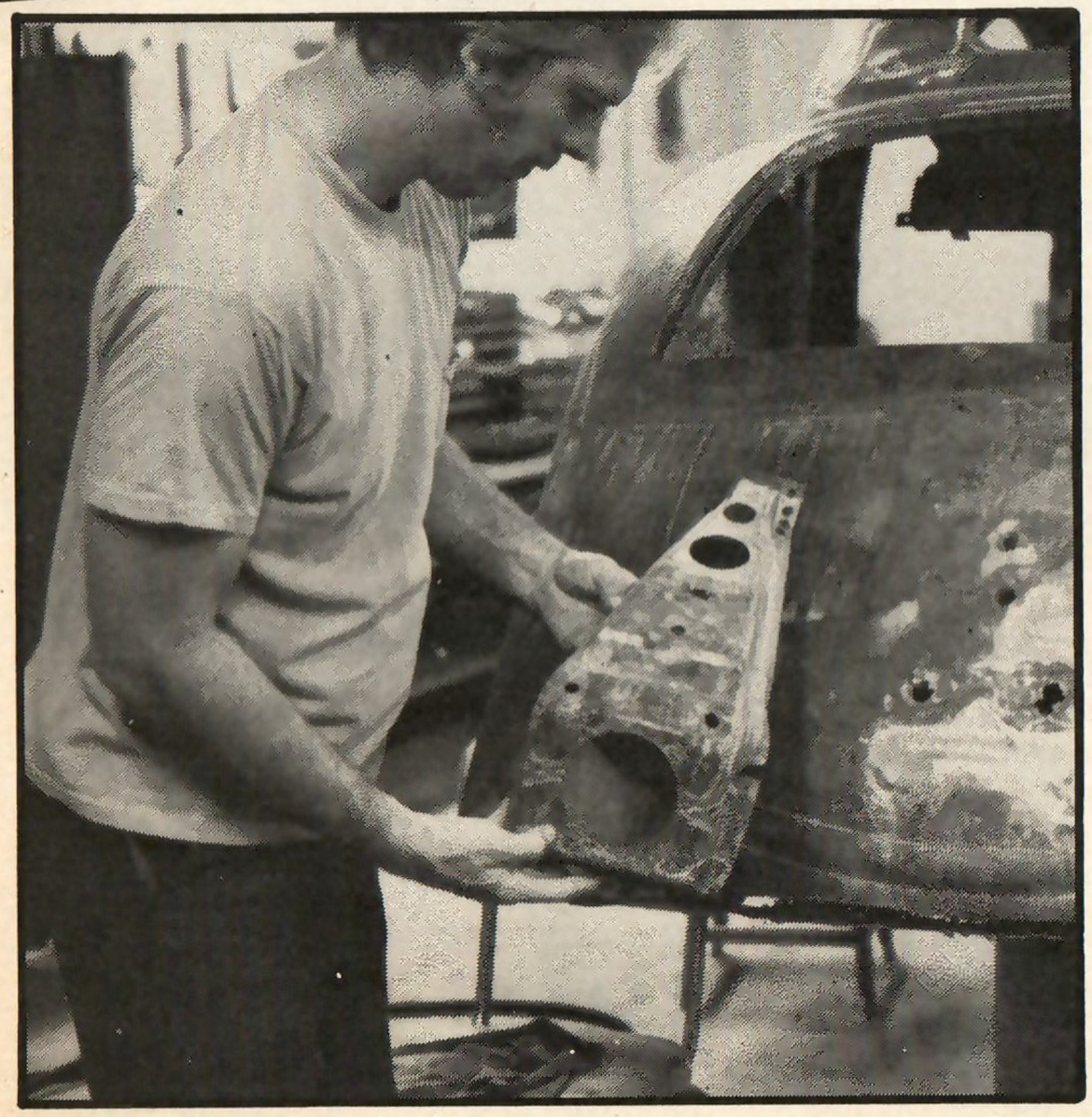
(Editor's Note: Rod Action would like to thank R&S Machine Corporation, 6344-B Industry Way, Westminster, CA 92683 or phone (714) 898-6800 for taking the time to assist in the presentation of this article. If you get a chance to drop by or call make sure to ask for Rich.)

* * *

With a renewed interest in building custom styled cars out of street rod material an entire new area of expression has been opened to rodders everywhere.

There is a very distinct difference between hot rod, street rod and custom car which all can be made from the very same year vintage tin. With each comes a noticeable way of expressing certain ideas. Such is the case with mounting the ever-present rear license plate. The sunken plate, while not new to any type of hot rod, street rod or custom, has a style, called frenched, which lends itself most often to the custom car.

With this in mind our subject is a '36 Ford 3-window coupe slated for the "total" custom appearance. As part of this transition the frenched rear license plate is part of the cosmetic change. With the help of Rich from R&S Machine Corporation the following photo story will show just how one goes about achieving this modification.



On the '36 Ford the spare tire mount must be first removed from inside the body. This is accomplished by drilling out all the spot welds and then you will need to cut the piece in half; as it will not come out as an entire unit.

It is this area which will require the metal work; position license plate so that existing holes are removed during the next step.

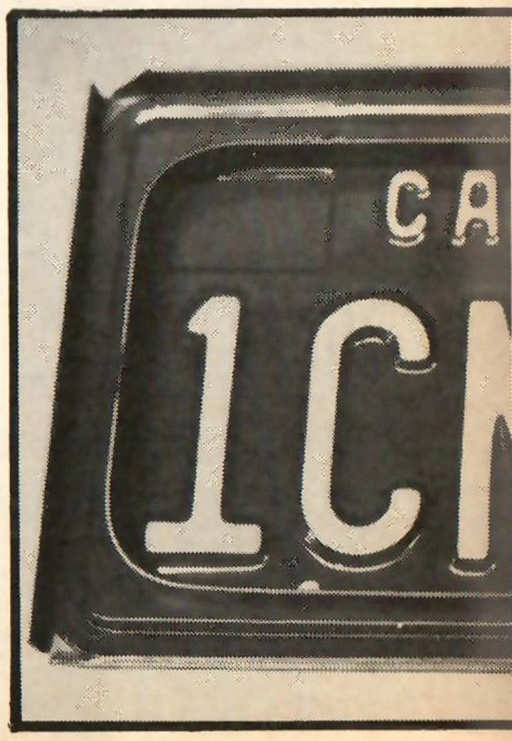
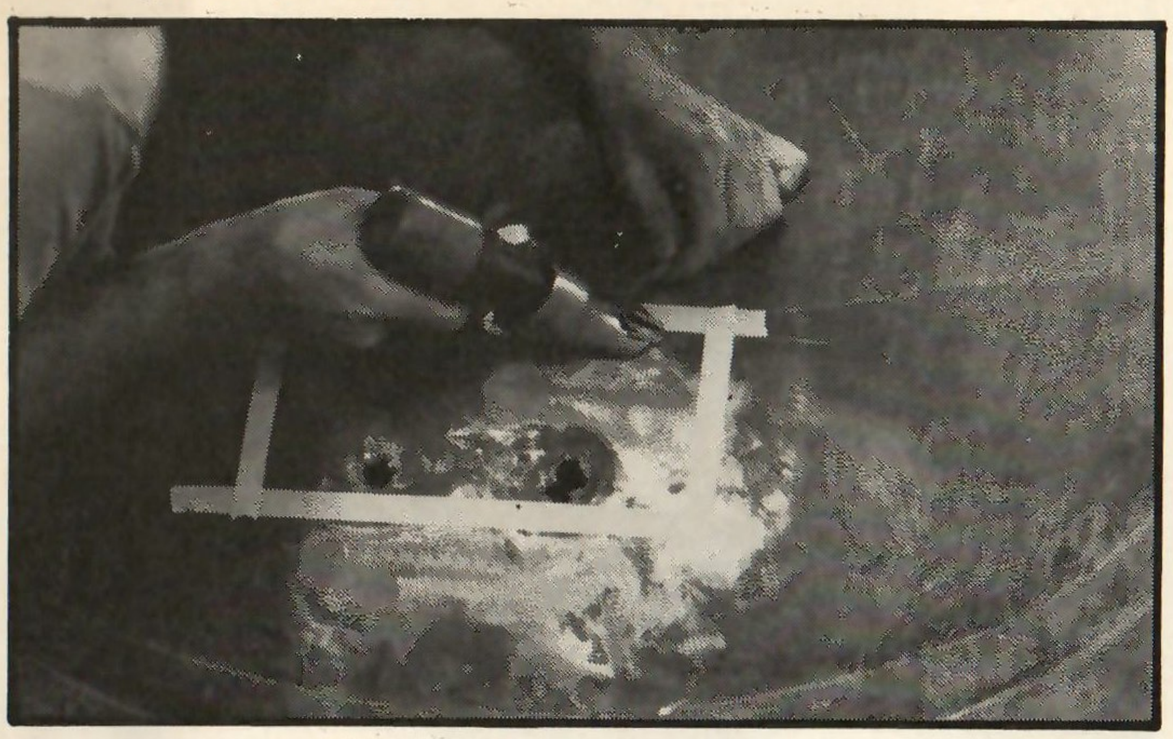
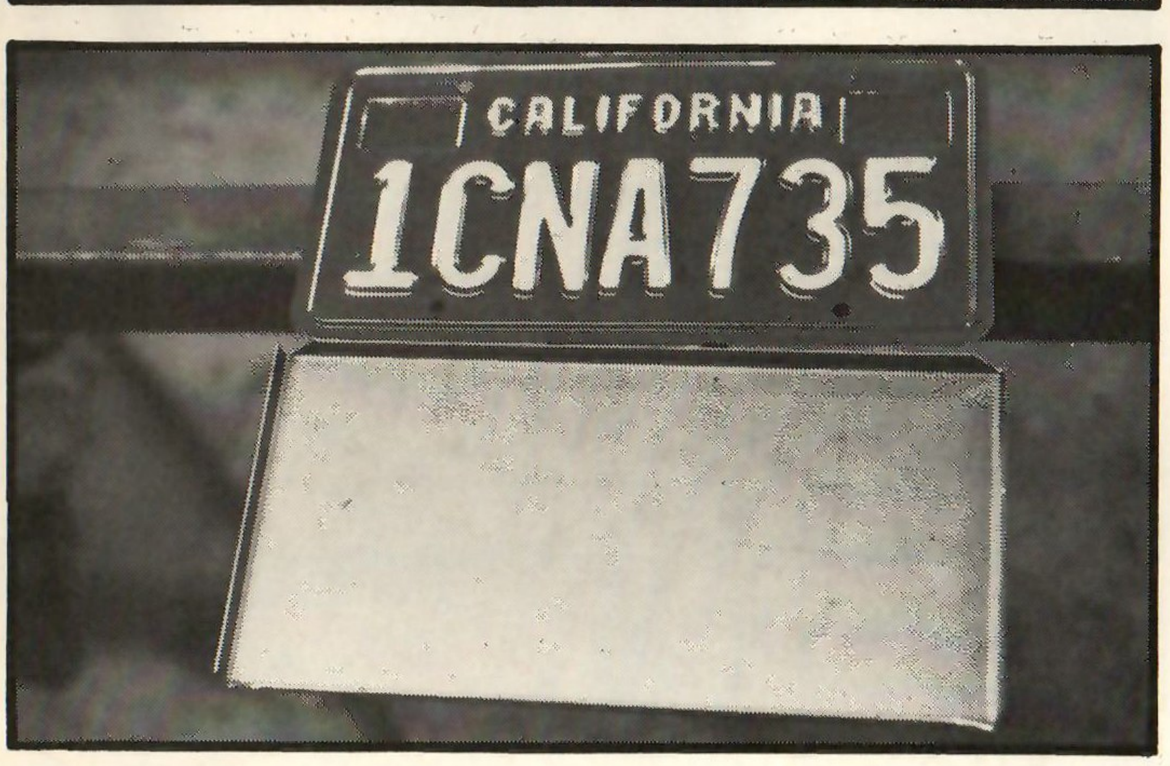


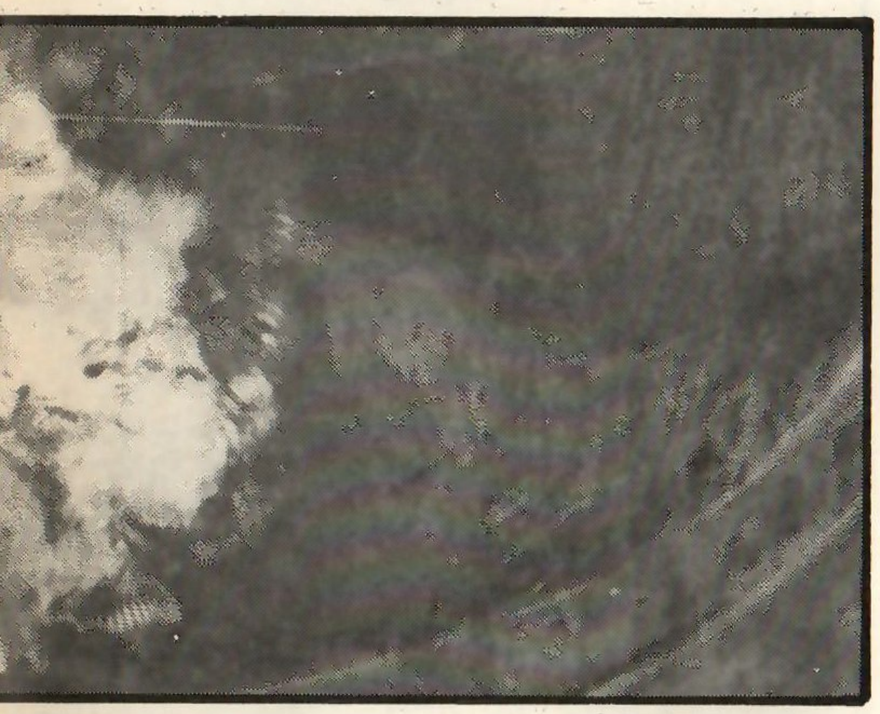
Plate is placed on license box and then trim ring is rested on top of plate. This will give you an idea of just how much license will be visible from the rear when installed. You will want to remove the plate now and rest the ring on the box; outline ring on plate while in this position.

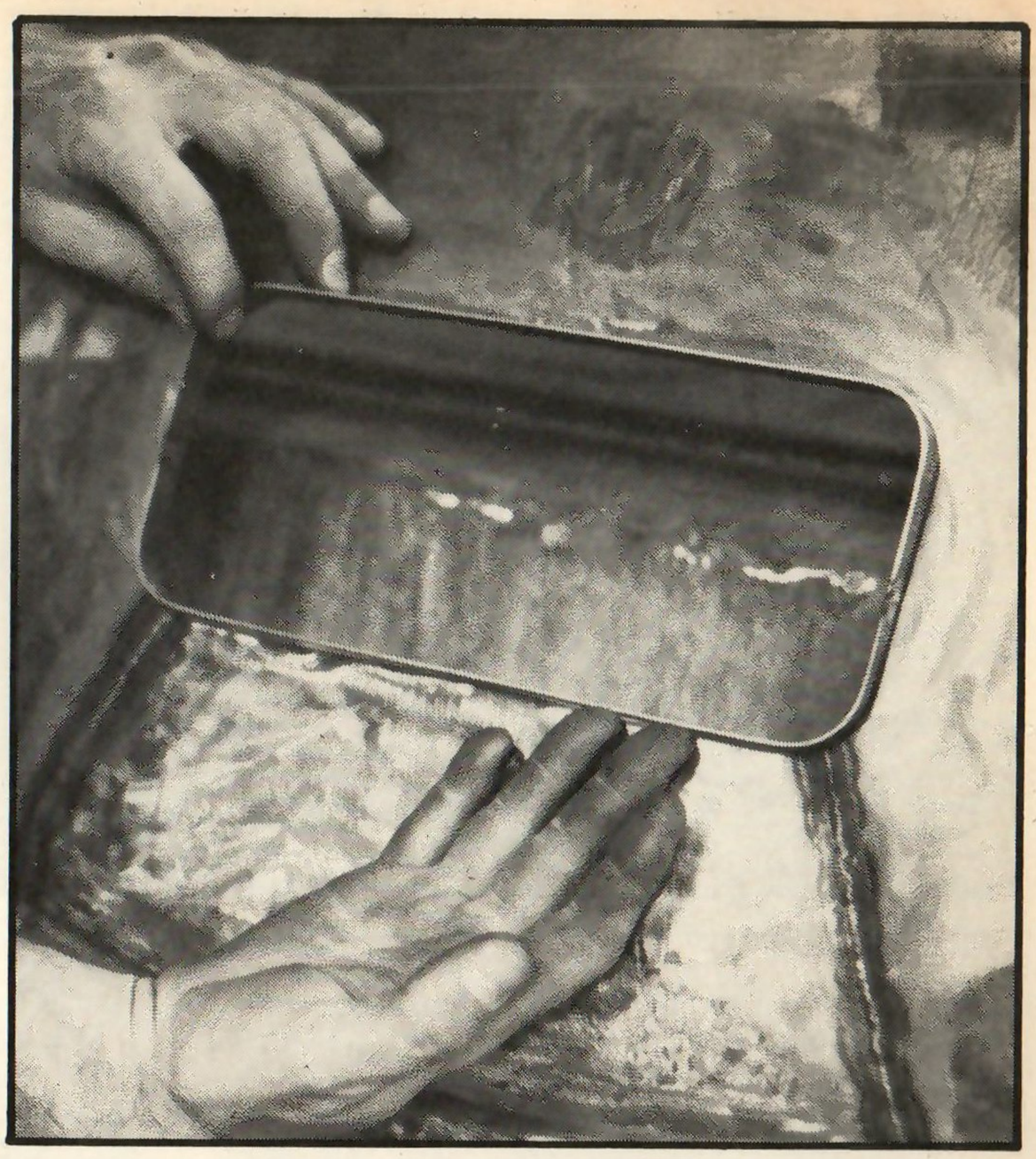
Once marked and outlined, here masking tape is used, a set of tin snips or panel cutters get the job done.





License plate box is formed from the same .062 cold finished steel to the overall size of the plate and then break ⅜-inch lips on all sides.

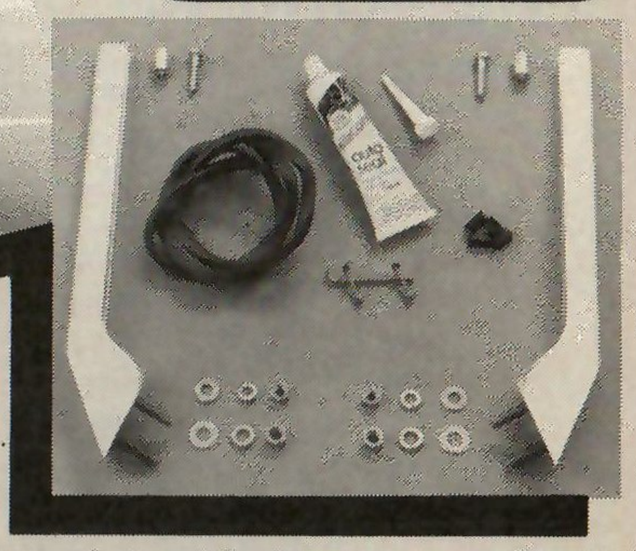




This next step requires a great deal of patience and skill as it is paramount to the finished product. The perimeter weld ring is made from .062 cold finished steel. It has approximately ⅝-inch width. No gaps should appear when fit; fit is to be exact.

CUSTOM MACHINED '32 WINDSHIELD POSTS

THE DEUCE FACTORY



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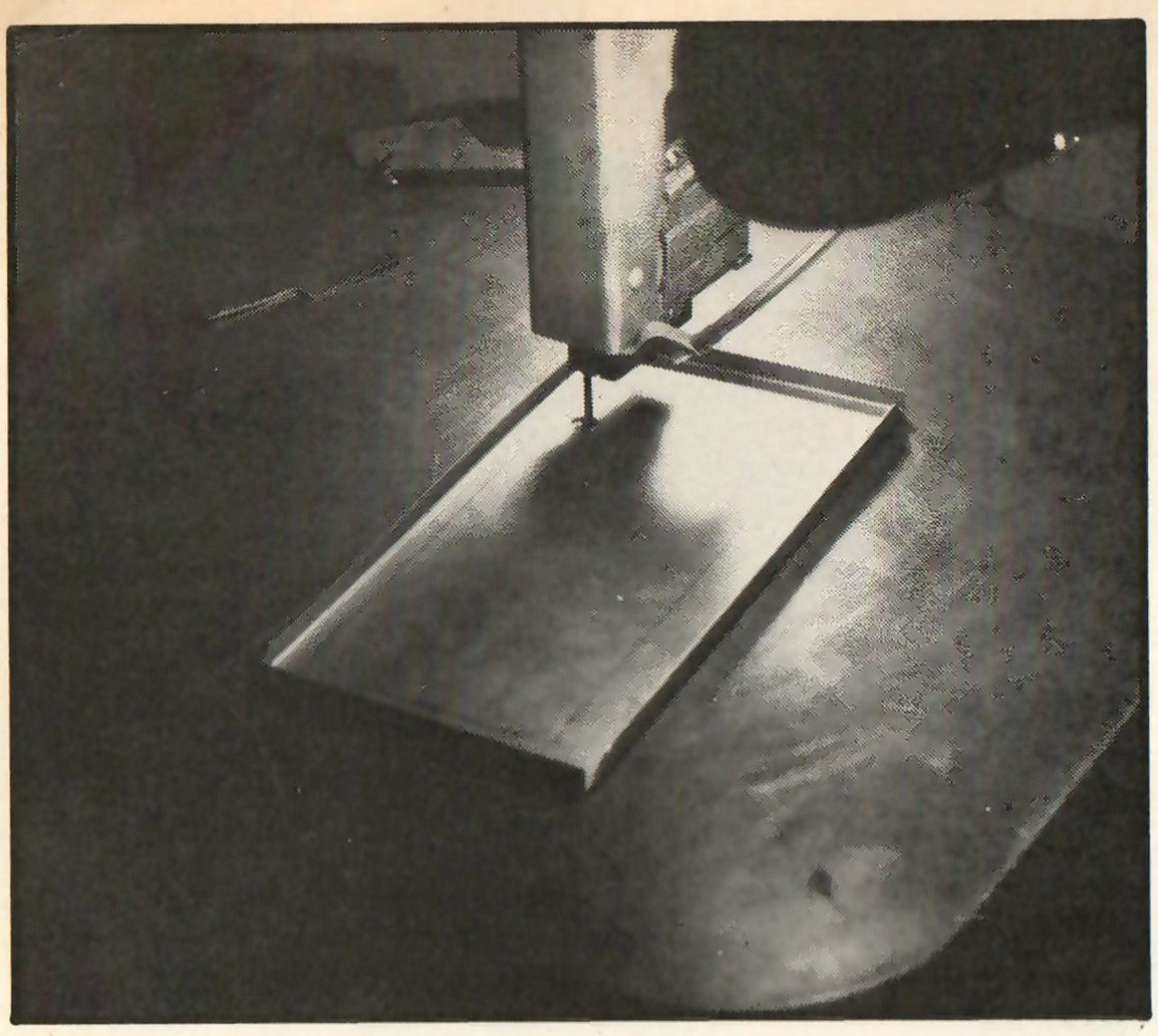
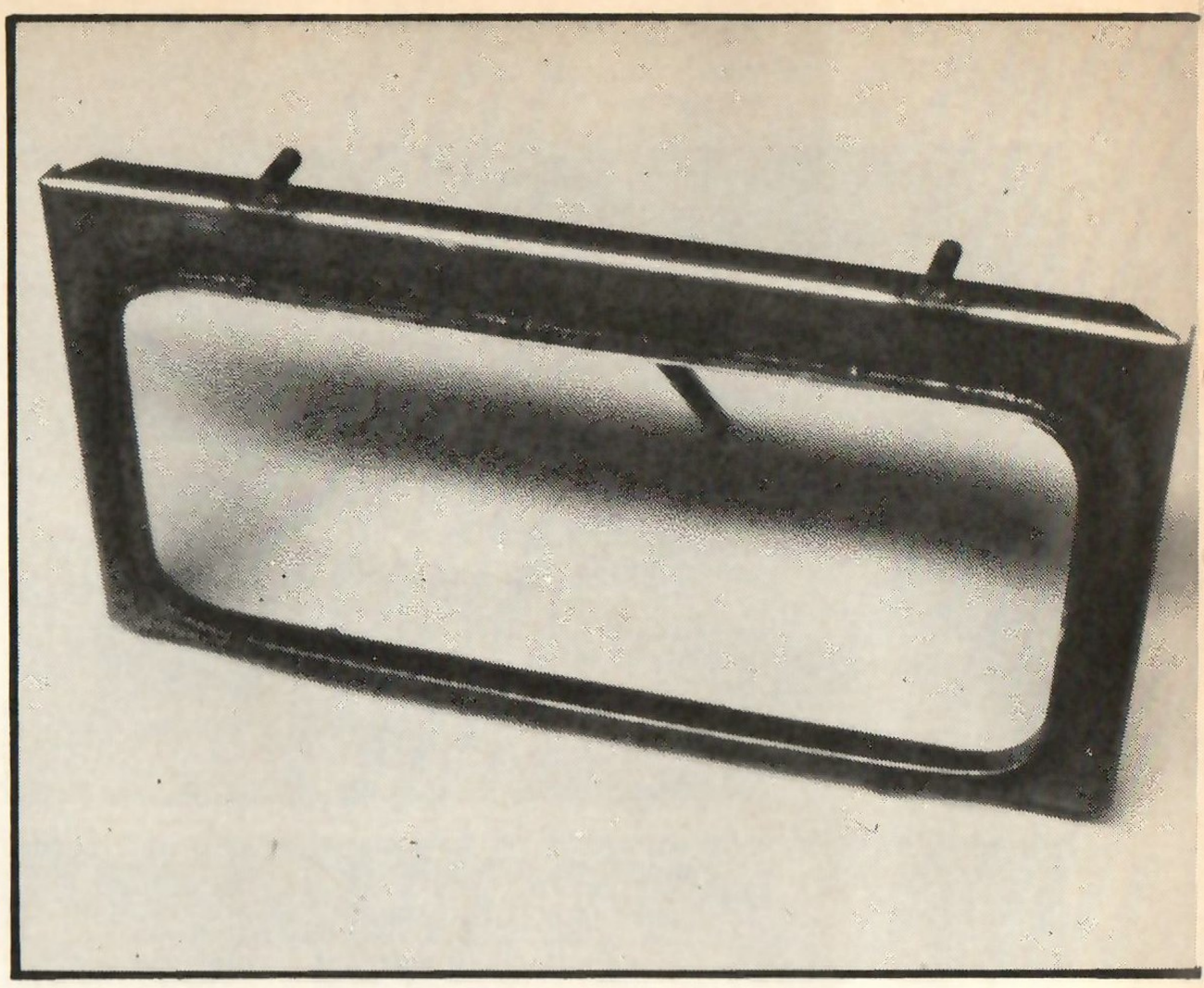


Band saw, shown, jig saw, panel cutters or tin snips will get the job done. The object is to remove the metal from the center of the license plate box following the outline mark you made using the trim ring.



The box, with metal cut and removed, with ring welded into position is shown here. Be careful not to distort shape of either piece when welding as this will affect the final fit.

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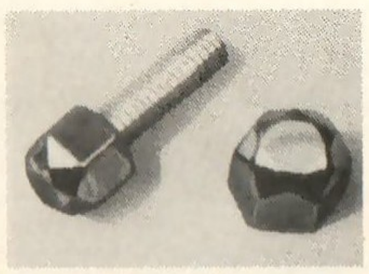

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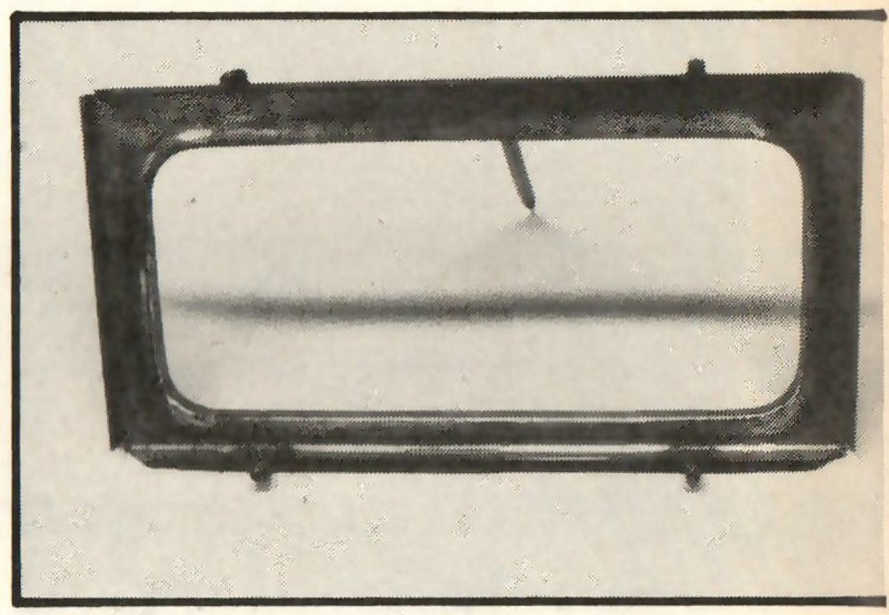
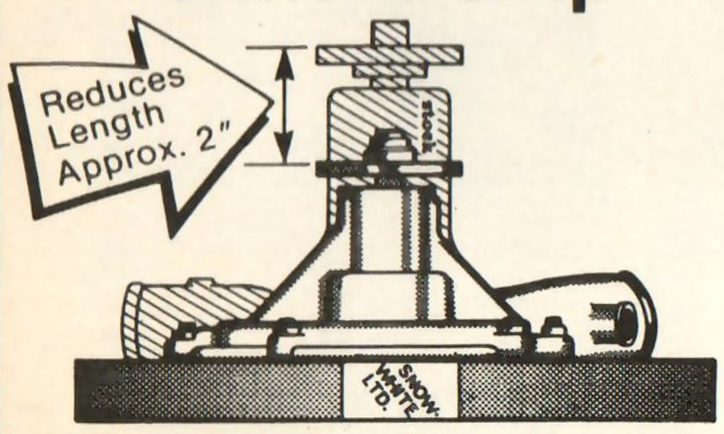


Rear side shows the four screw studs welded into position. These studs will hold straps, can be made from ⅛-inch x ¾-inch material, and will be in front of license and hold the ⅛-inch clear plexiglass in position.

The "Shortie" Water Pump



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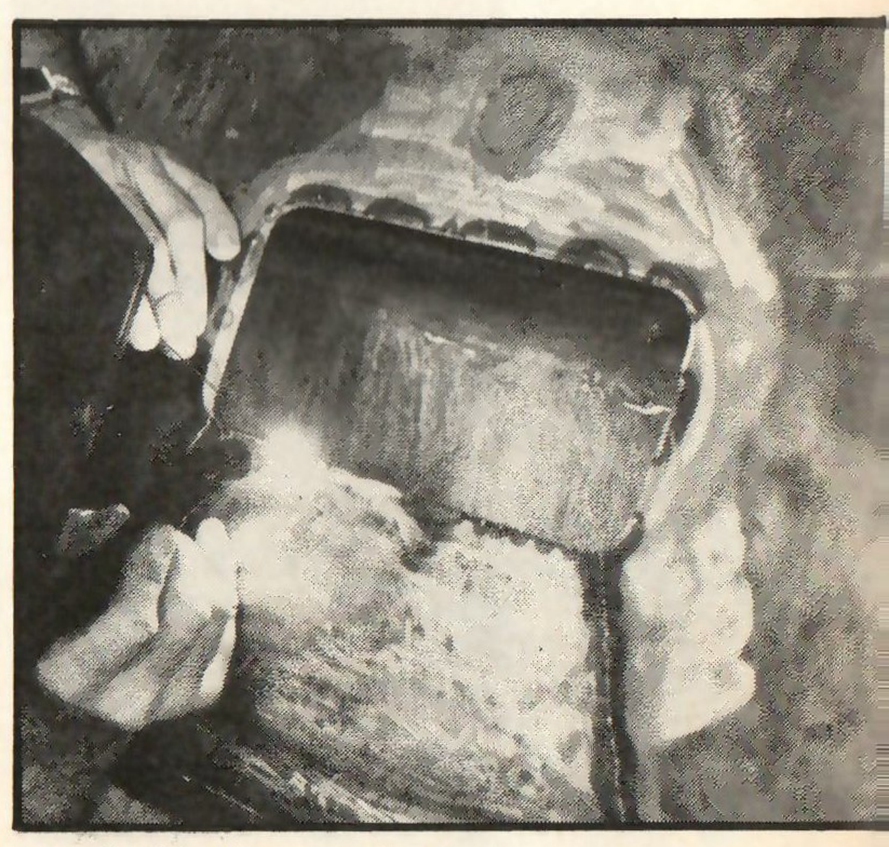
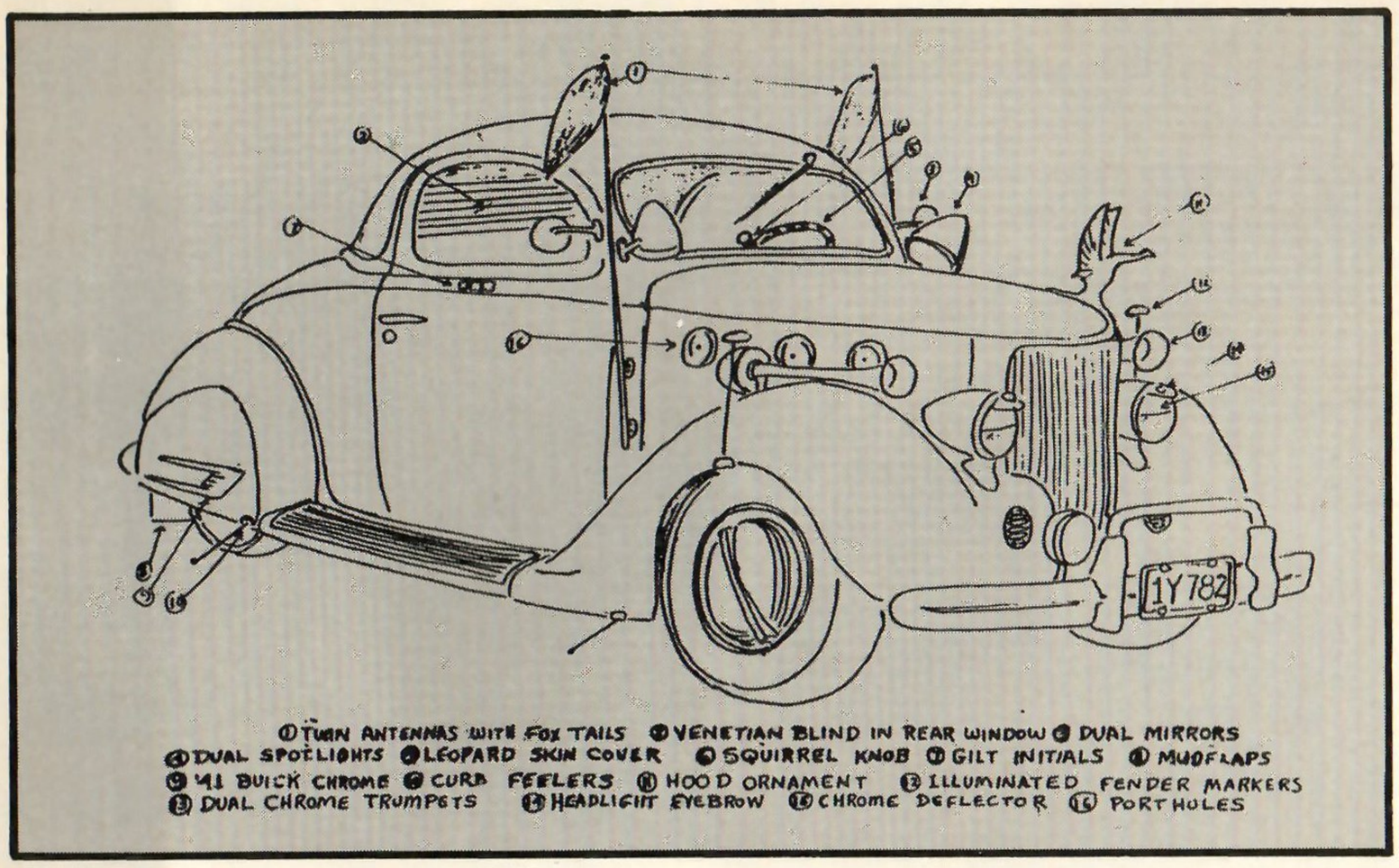


Ring is fitted to opening in body and then heli-arc, used here, to attach both metals together. One must go slowly and keep a cool temperature; hammer and dolly as necessary.

(Continued on page 33)

50's FLASHBACK (Continued from page 12)


1Y782
①TURN ANTENNAS WITH FOX TAILS ②VENETIAN BLIND IN REAR WINDOW ③DUAL MIRRORS
④DUAL SPOTLIGHTS ⑤LEOPARD SKIN COVER ⑥SQUIRREL KNOB ⑦GILT INITIALS ⑧MUDFLAPS
⑨'41 BUICK CHROME ⑩CURB FEELERS ⑪HOOD ORNAMENT ⑫ILLUMINATED FENDER MARKERS
⑬DUAL CHROME TRUMPETS ⑭HEADLIGHT EYEBROW ⑮CHROME DEFLECTOR ⑯PORTHOLES

An added ploy was that the "Lucite lenses enhance lifelike pictures." The lens also magnified the photo of the girl who was, of course, nude.

From that start the sky was the limit. To continue with the interior the owner could quickly install a suction cup thermometer, a Hull automobile compass and altimeter. He could get a steering wheel cover in mohair, quilted plastic, tufted plastic, or in jungle pattern. If he chose the latter he could get leopard or zebra seat covers, which gave "your car that interesting, breath-taking luxury look." In those days, when dashboards were deeper, a favorite accessory was the car tray; this sat on top of the dash and was held there by magnets. You could get the Hollywood Kar-Tray as a set of two, for the left and the right; they were "good for eating, drinking, smoking," meaning that they held food, drinks, and cigarettes. In the back window you could put a Noblo venetian blind—"one model fits all rear car windows."

It was possible to cover every part of the car's exterior with a gadget of some sort, functional or non-functional. A Calvisor sun visor, "with irridescent hammertone baked enamel finish," could be mounted over the windshield to cut the sun's glare, or "Glare Shield," a tranparent press-on green plastic, could be put on the inside of the windshield. If the elements posed a real problem, Kromvents could be installed; these were chrome-plated pieces of metal that fit like small awnings over the side windows on two and four door sedans. "The outstanding auto window ventilators . . . lets air in, keeps rain out." There were colorful plastic wind and rain deflectors that clipped to the vent windows. A bug deflector, in a matching color of plastic, attached to the hood ornament and deflected bugs over the roof of the car. The favorite style was the plow design, but there was a flat type with a chrome inlaid cap, and another design with a propeller that spun as the car moved.

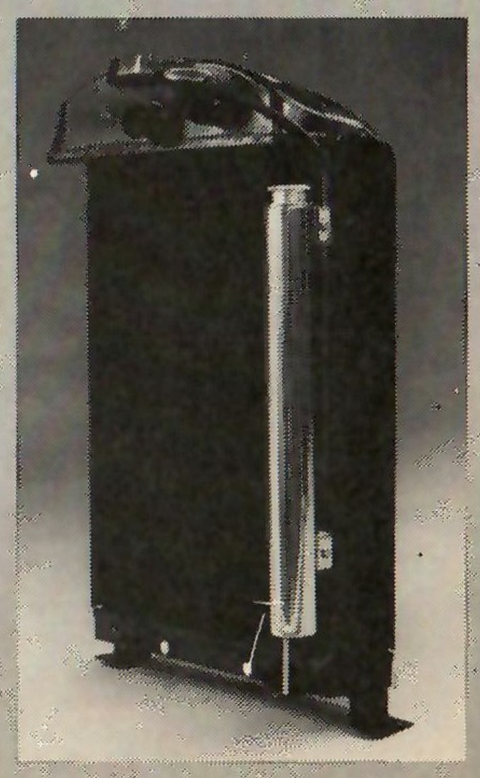
Chrome gravel guards protected the rear fenders, replacing the factory rubber guard, and for the front fenders there were "Beautiflow-shields." A large Cello guard could be moutned to the front and rear bumpers, for show as well as for protection. In the spaces that were left you could mount a "Ball Tenna" six-in-one aerial, jewel license fasteners ("modernistic style"), a "Country Gentleman" luggage carrier on the roof, and "Auto-Crest" frames on the door, showing the car's crest and your initials. Chrome-plated shields or eyebrows fit over the top half of the headlights (an illegal addition, a cop told me 'way back when). On the right side of the car, behind the front and rear wheel openings were gadgets called curb feelers; these looked like Martian antennae and pinged against the curb so you wouldn't mar your lovely wide white sidewalls. The "Warn-O-Curb" and "Curb-D-Tektor" had a thin wire with a knob on the end, but the "Curb-A-Line" had a coil spring that extended to curb height.

The owner of a gook wagon had a central thought—to get as much stuff as he could on a car—but he also hoped that his vehicle would look uniquely individual by his additions. If he yearned for the luxury

(Continued on page 81)

FINALLY...A SUPER RADIATOR RECOVERY TANK

THE DEUCE FACTORY



Anyone who's ever cruised, whether it be at the Nats or your local Drive-In, knows the need for a good radiator recovery system. Now you can have that, and compliment the appearance of your street rod or street machine too, with the super stainless steel recovery tank from the Deuce Factory. Our 1 qt. capacity tank fits ANY radiator with flanged sides (as shown), and our clean s/s brackets make installation a snap. Call your local Deuce Factory dealer for more information, of if there isn't one in your area, contact us.

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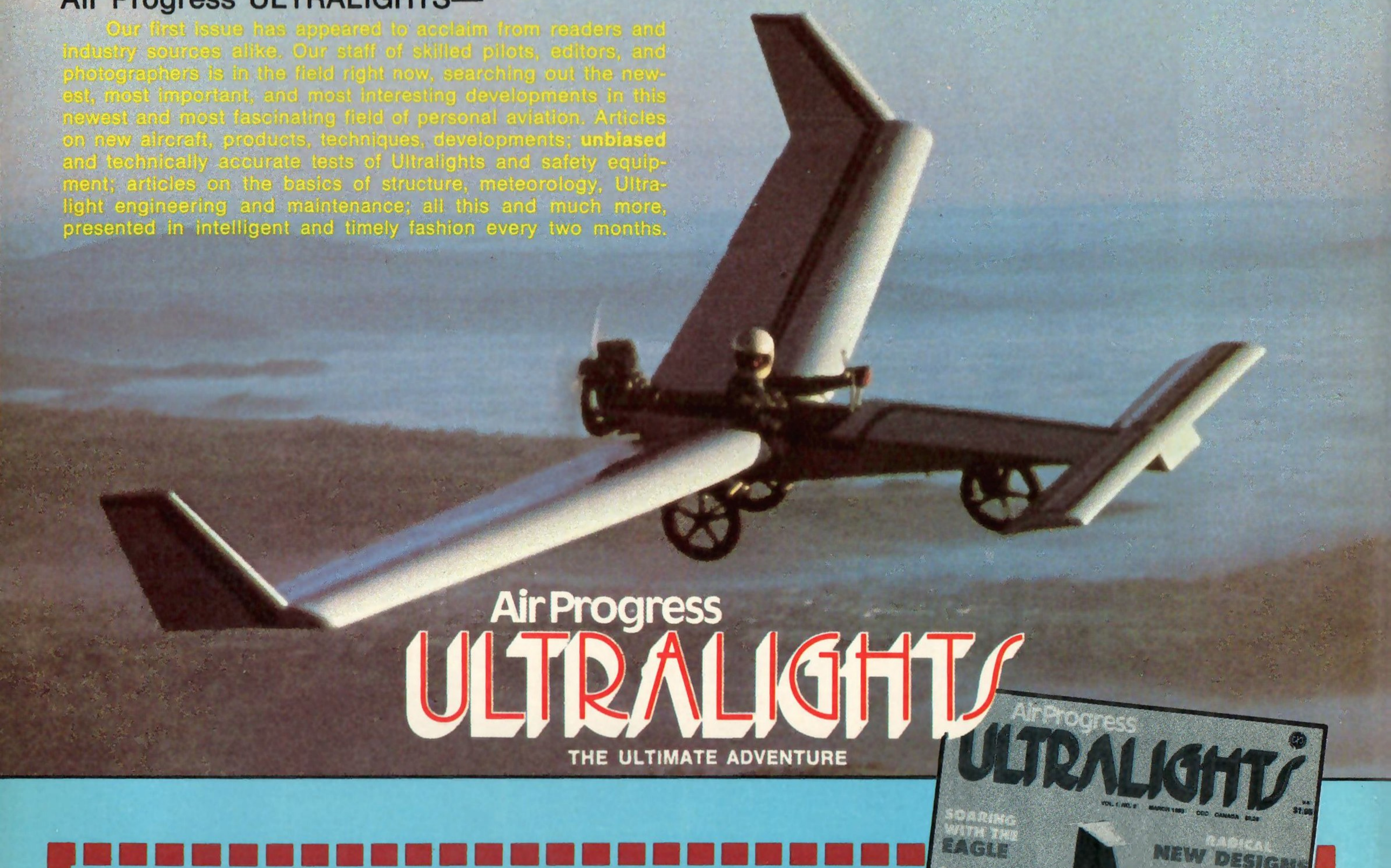

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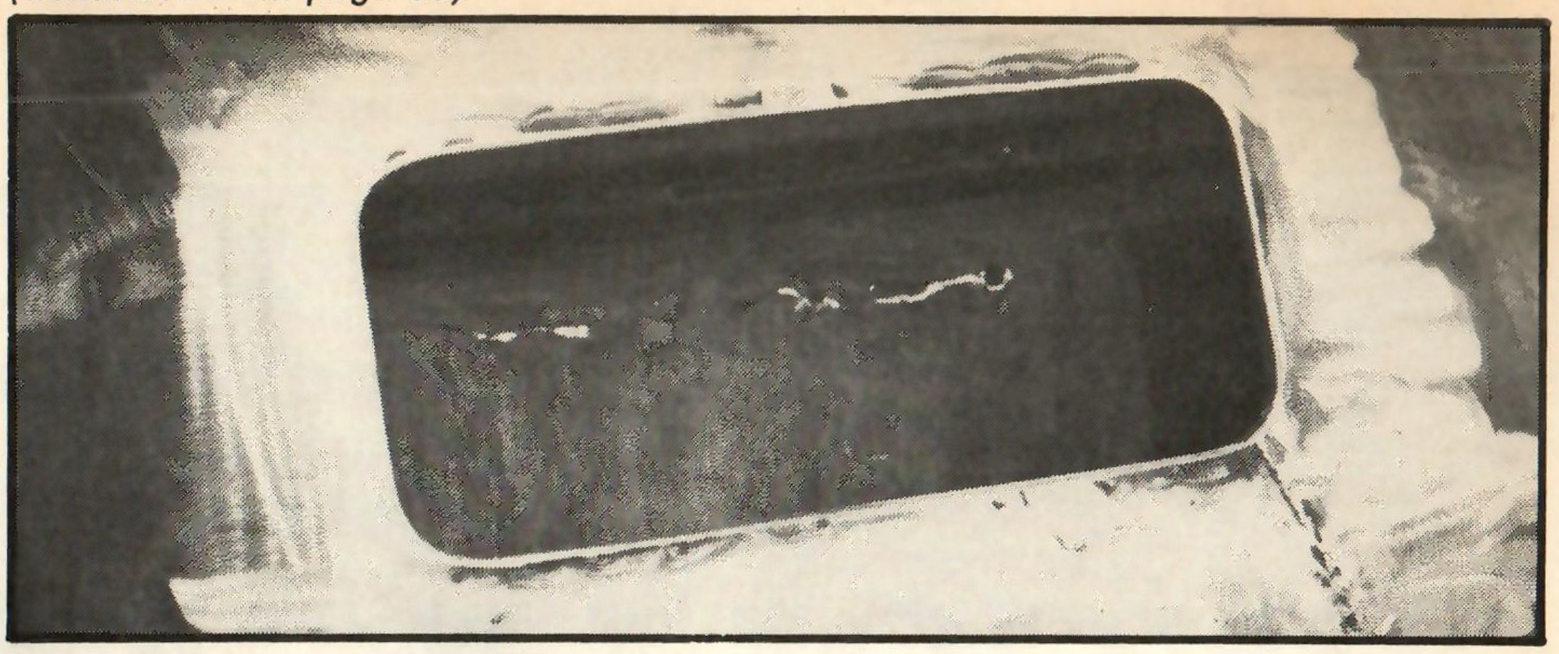
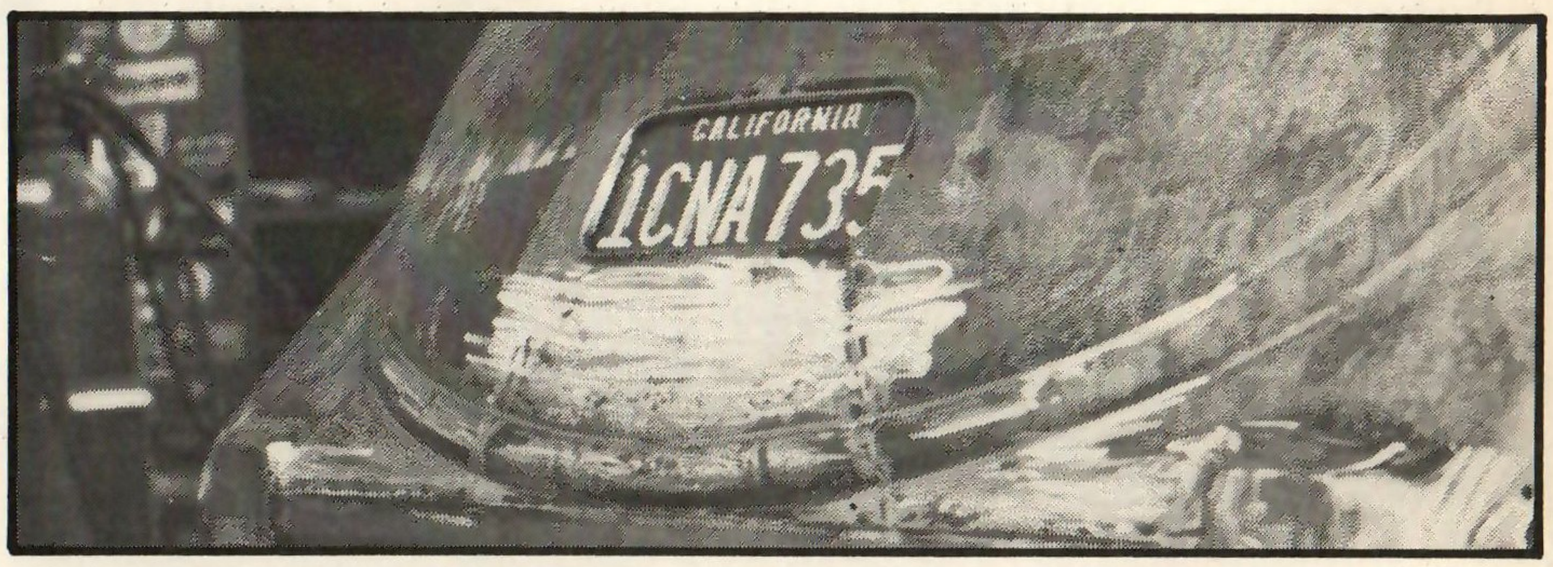
(Continued from page 30)



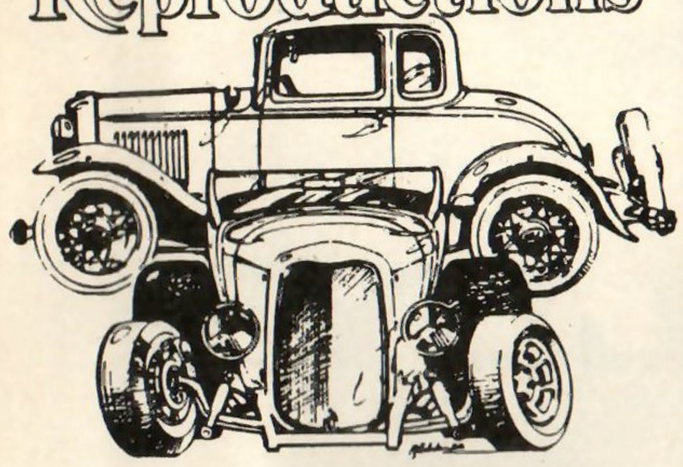
Once ring is in position do the remainder of body work in neighboring area; such as filling any left over holes which may not be used. Plastic filler or lead body work technique can now be tried.



Here's another view showing how the plate will look once installed and ready for final body and paint work. Note lower panel has also been reworked.

RA

Dick Spadaro's
Early Ford
Reproductions



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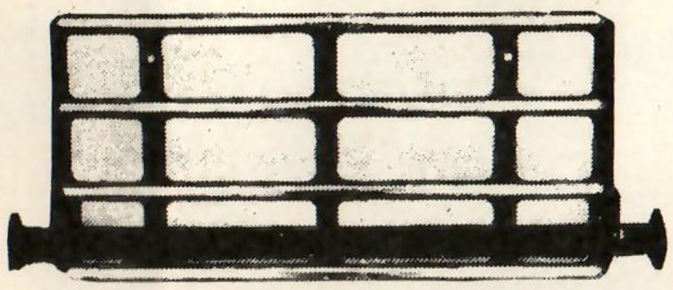

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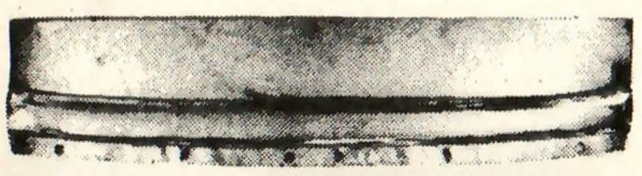

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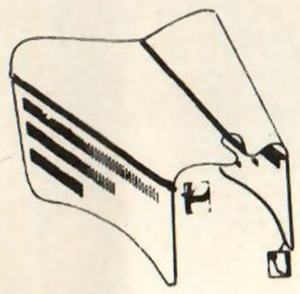

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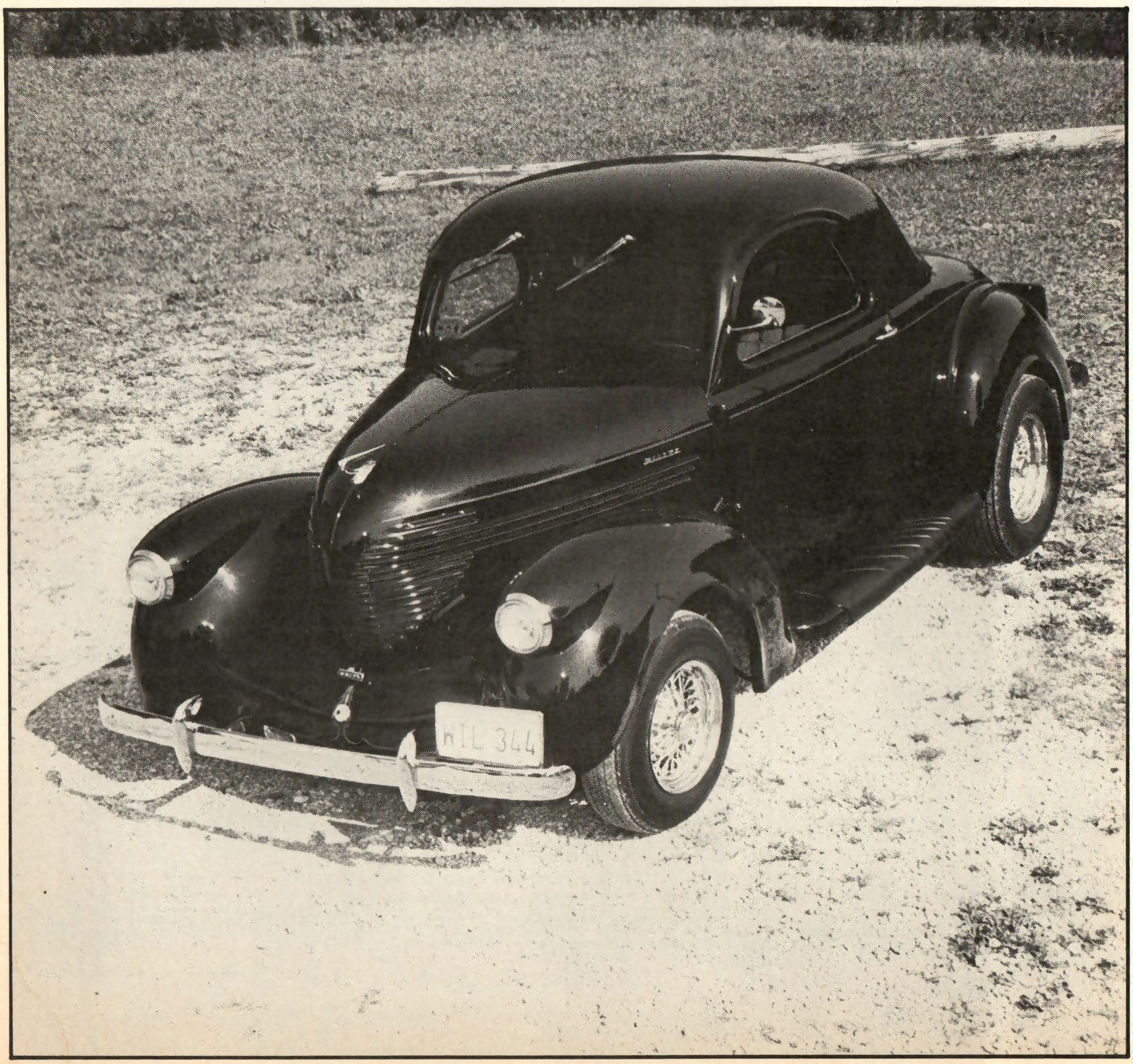
WILD AND WOOLLY WILLYS

Long time star at the drag strip the Willys is now finding more and more acceptance on the street.

by Brian Brennan



Rod ACTION Magazine

Owner: Len Peterson
Coal Valley, Illinois
Photographer: Brian Brennan

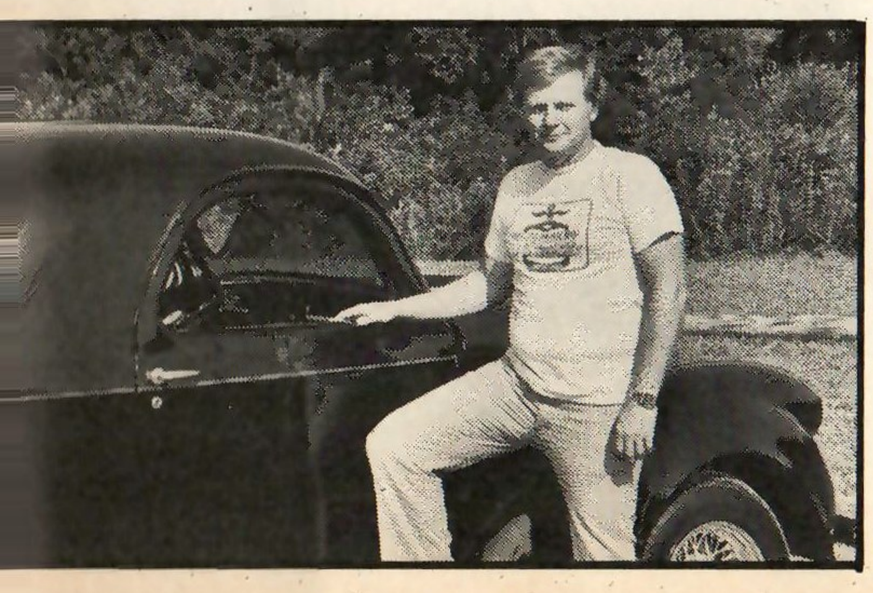
A favorite among performance auto enthusiasts has always been the Willys. This popular car has been found in drag racing, street machines and of late within the street rod ranks.

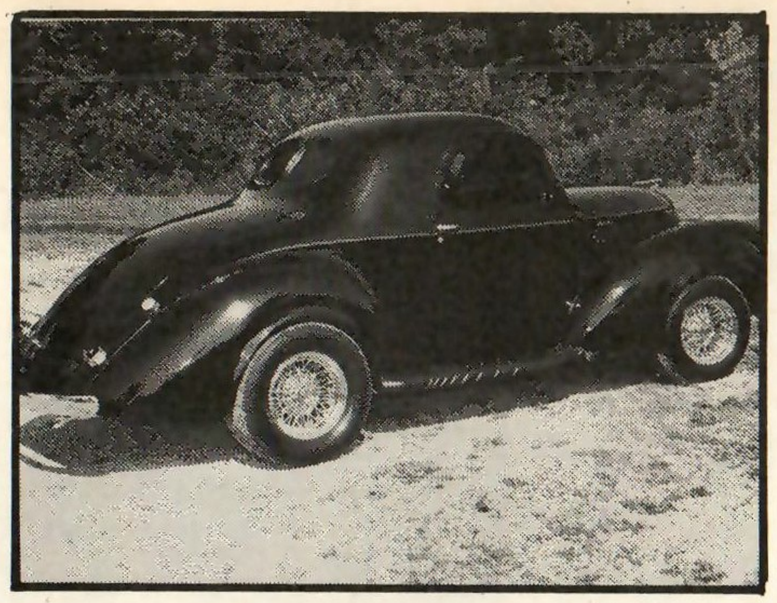
One such example is the '38 Willys coupe of Len Peterson of Coal Valley, Illinois. More on the car itself, it has many of the appointments of a '38 but there are a handful of subtle changes making this street rod something more personal. The black lacquer paint as well as body work was done by Peterson and Curt Shroder. Some of the body modifications include flares at each of the four fenders with reworked radius on each of the rear fenders. Headlights are also homemade touches while the taillights and front and rear bumpers are '38. Accenting this black Willys are a full-set of Tru Spoke wires measuring 14x7 in front and 15x8 in back with radial rubber mounted.

The front suspension is comprised of Willys components as well as other automotive accessories. For instance, a stock front axle, chromed, is matched up with stock leaf spring

(Continued on page 84)

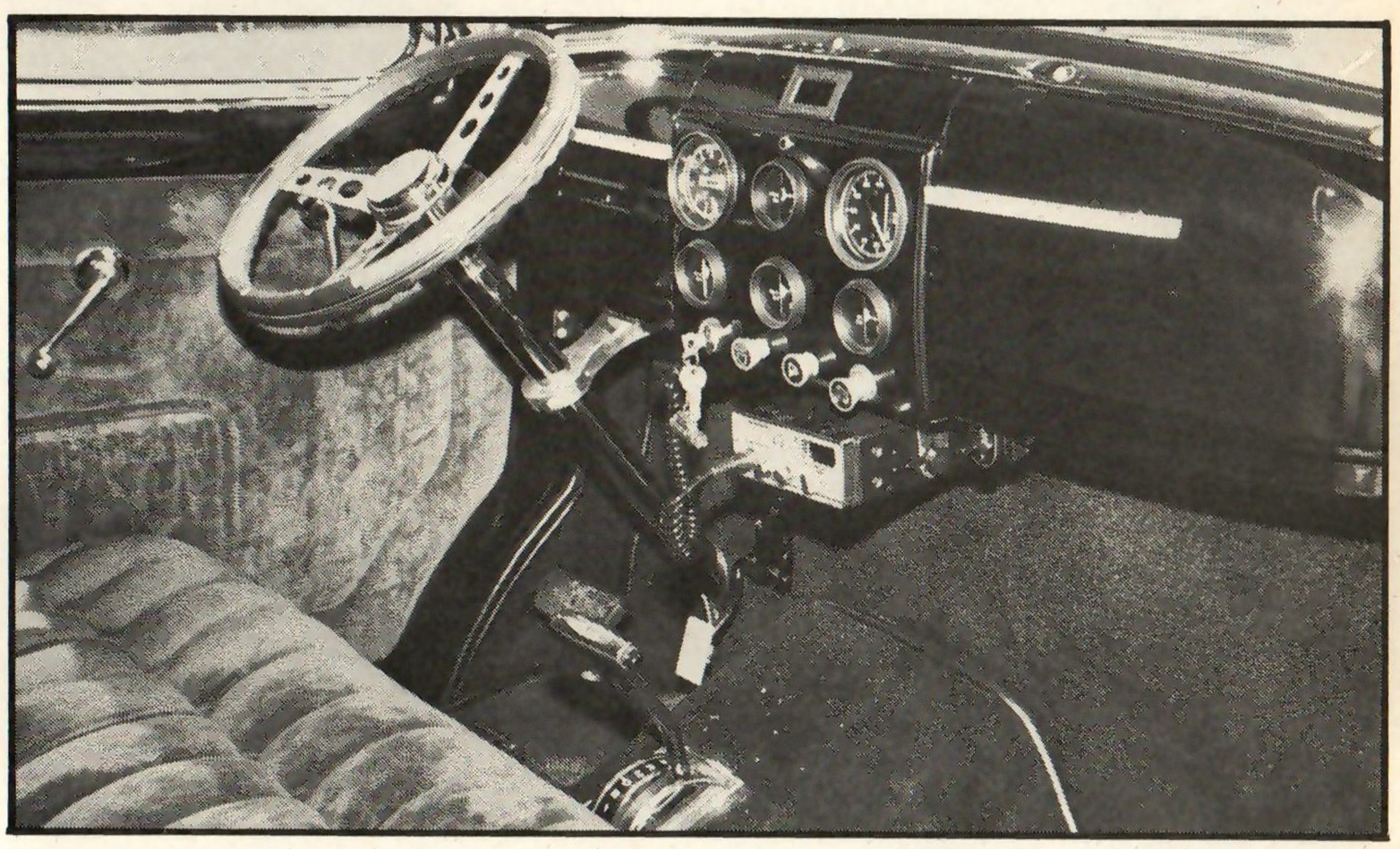
Len Peterson is a Willys fan and found the car locally. Many of the parts on the car could not be found, since '38s are a bit rare, thus calling for Peterson to make a great deal.





Tru Spoke wire wheels and radial tires can be found at each of the corners. The fenders have had flares added and the rear fender area has had the wheel well opening re-radiused.

Stock dashboard has been outfitted with a full selection of Stewart-Warner gauges along with Cobra C.B. and Audio Vox stereo radio.



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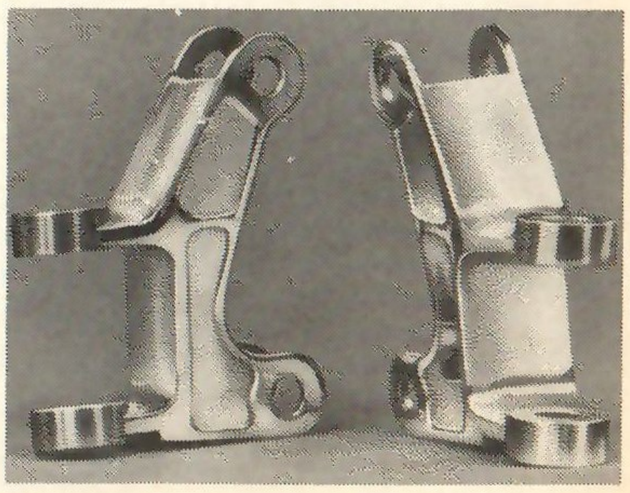

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Harold Saul is the proud owner of his '51 Mercury "convertible" that originally started life as a sedan. Neat trick. Grille shell comes from a '53 DeSoto.

Bet you have never seen one like this before?

by Brian Brennan

HOT SLED

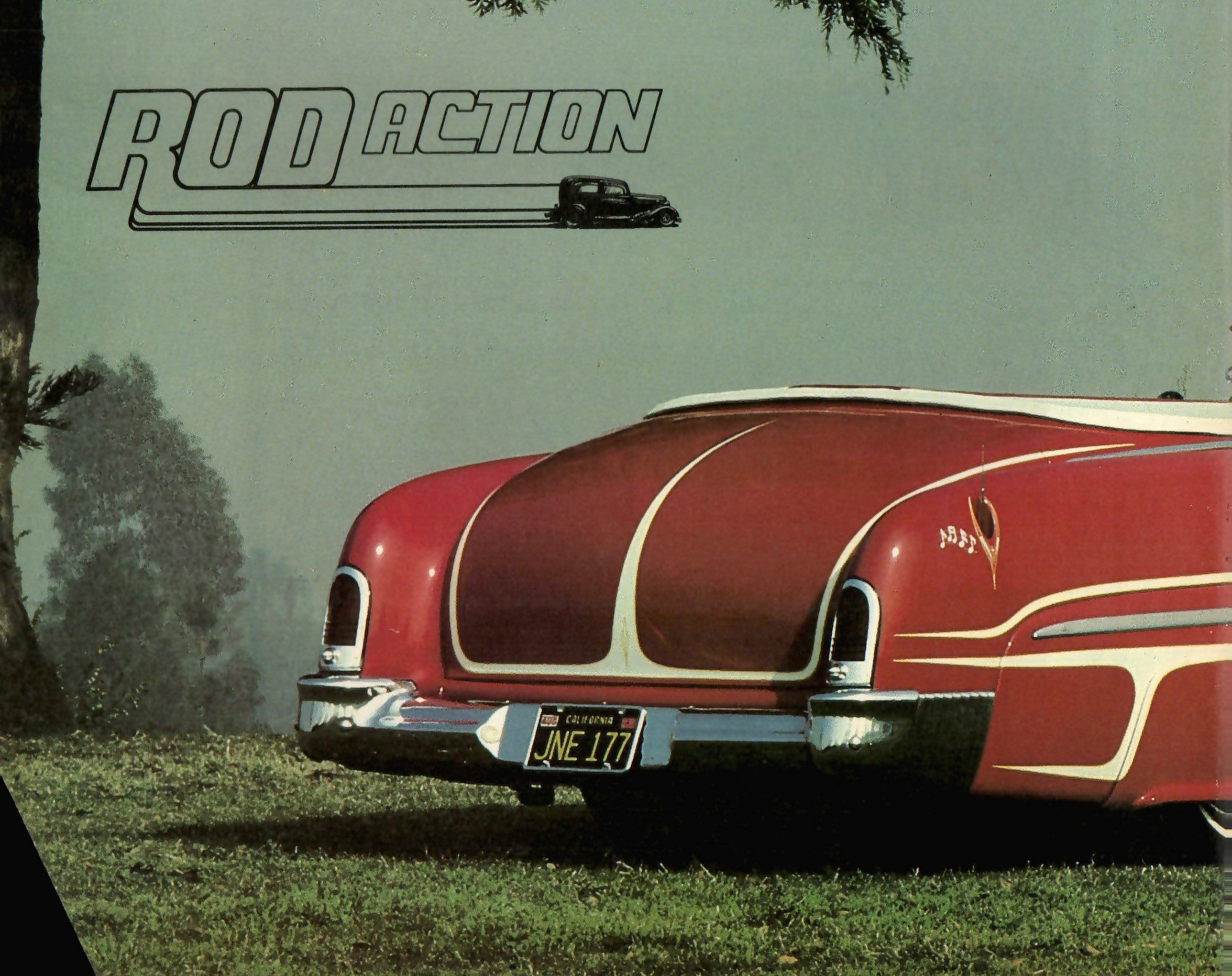
Owner: Harold Saul
Whittier, California
Photographer:
Brian Brennan and
Steve Anderson

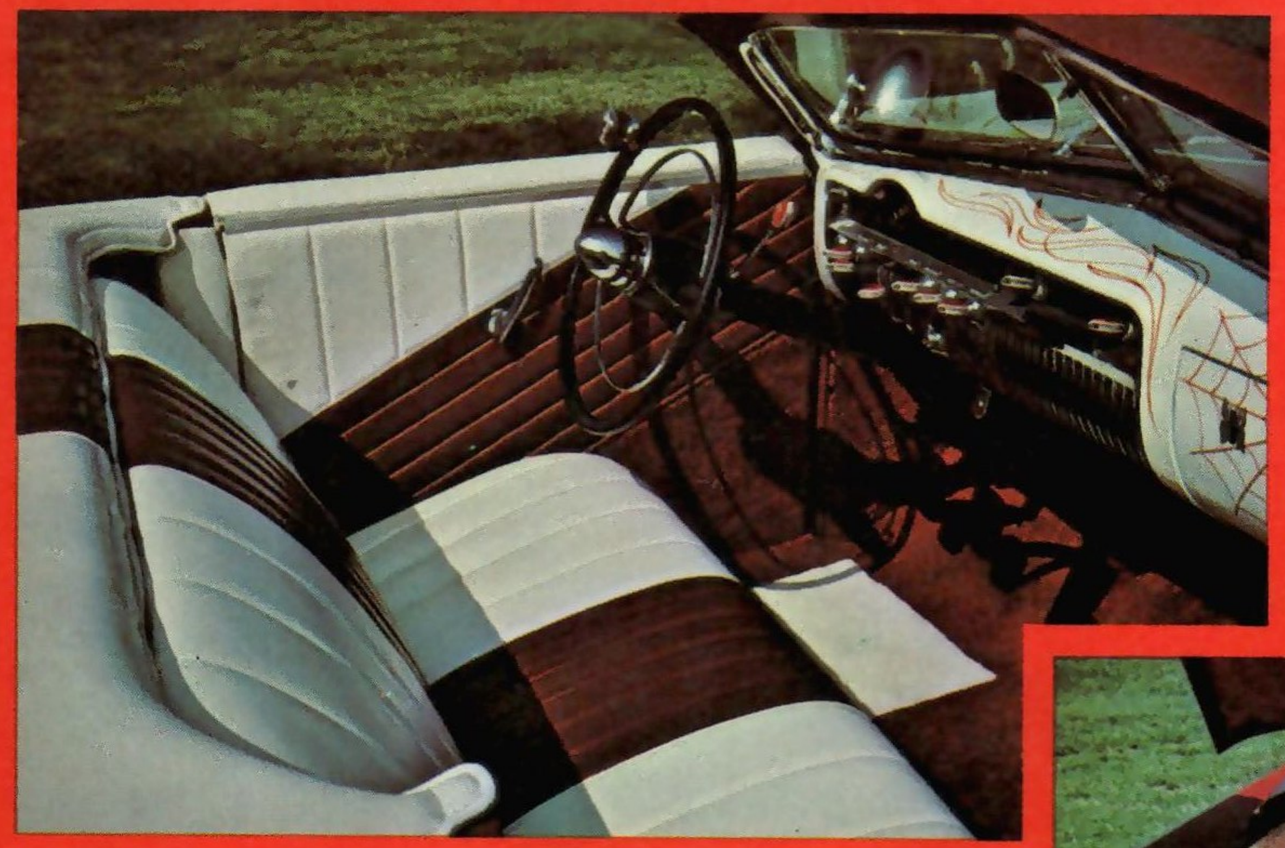
What sets this 1951 Mercury apart from others? It's not what it first appears to be — a convertible. What was once a '51 four-door sedan has now become a four-door convertible. Rare indeed.

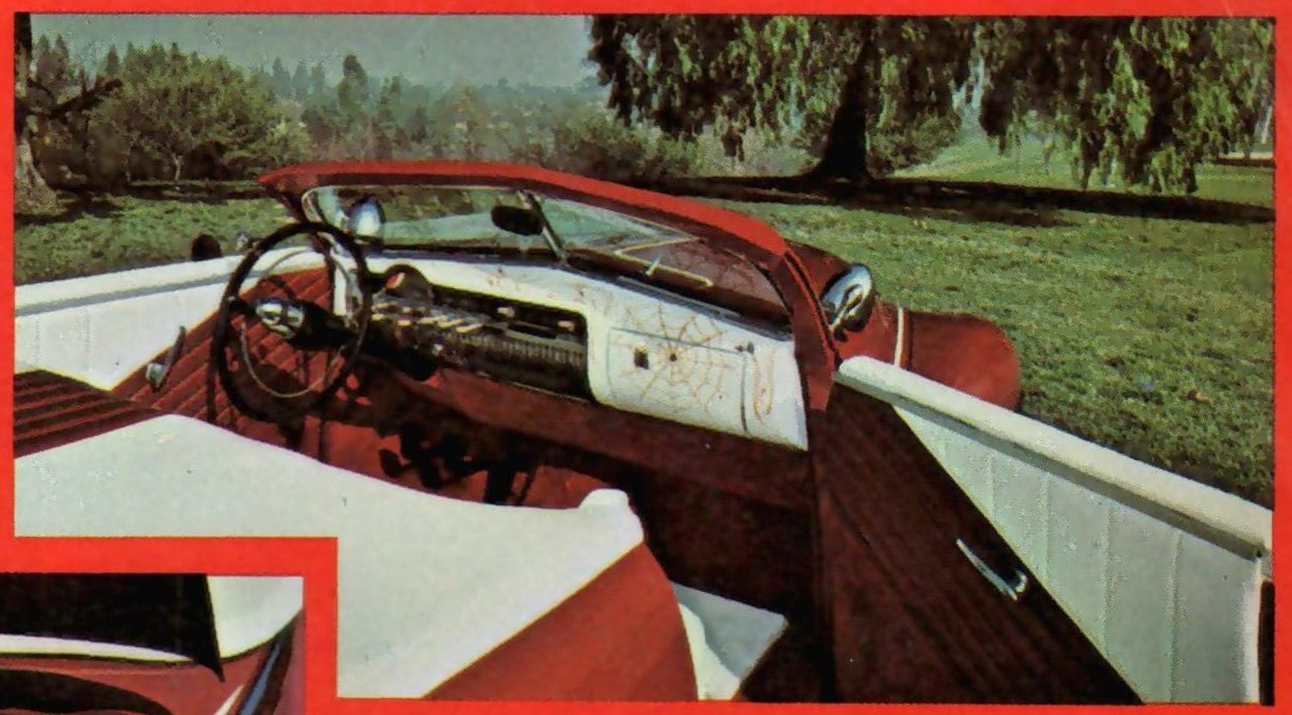
Harold Saul of Whittier, California, has long been a fan of customs and especially the Merc. With this love for cars it wasn't long before he decided it was time to build a '51 Merc. He purchased this car from the original owner in the city of Pico Rivera, California. Going over his collection of '50s and '60s car magazines it soon became apparent not many four-door Mercs had been customized, almost everything done had been the more popular two-door coupe. Still this didn't stop him from making an attempt.

Once the car was brought home he started by removing all the chrome and molding. Two major setbacks still faced Saul toward getting his car finished the way he wanted it; a '53 DeSoto grille and someone who could do the "heavy duty" customizing work necessary.

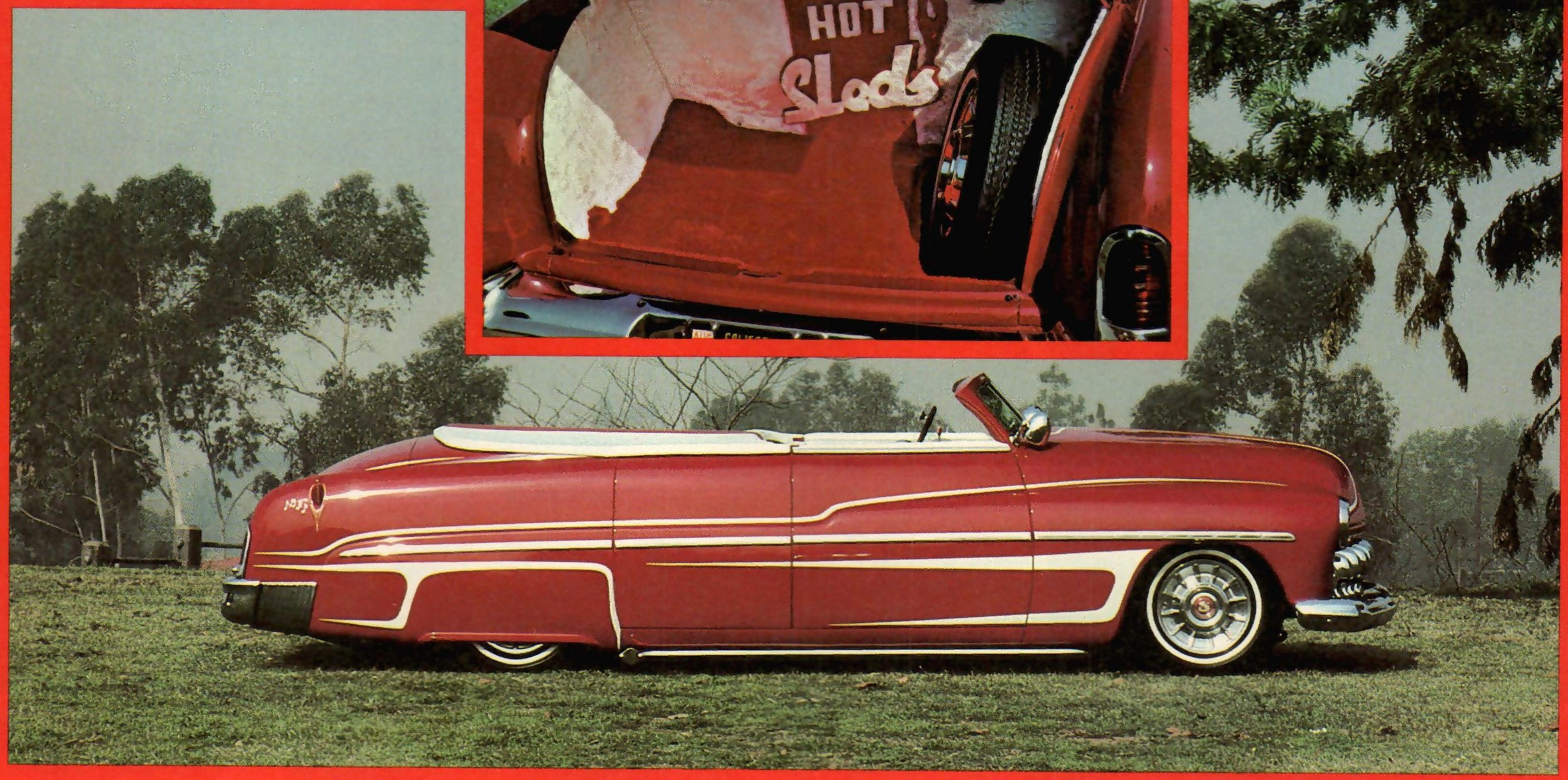
ROD ACTION







HOT
Sleds

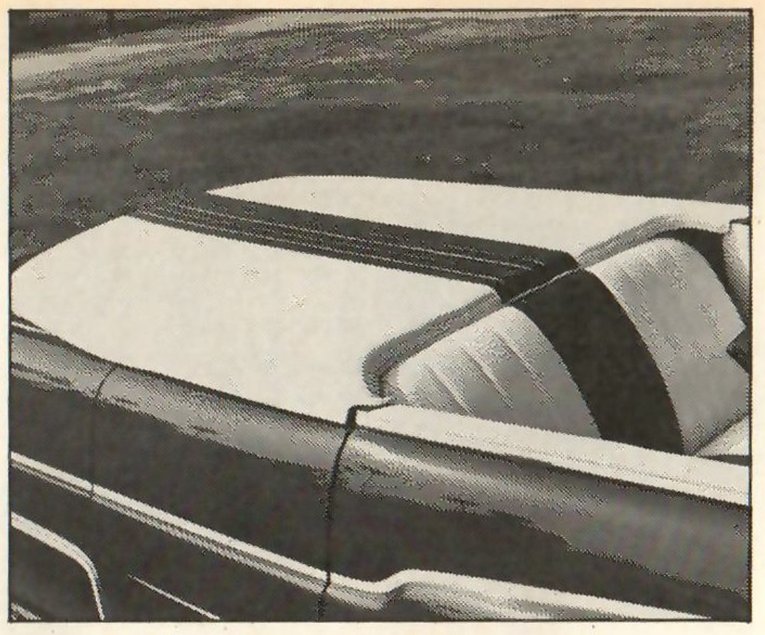


In an unusual situation he came across a '53 DeSoto grille with all 11 teeth in mint condition. Prepared to spend $200 it was his lucky day as the owner of the car wanted $40 and the grille was his.

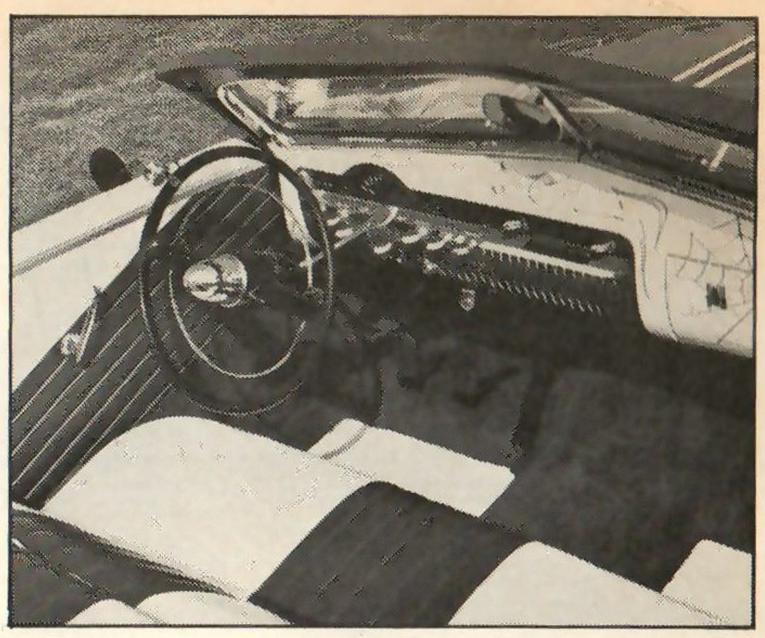
It wasn't long after he found Dean and Son of Fullerton, California. Dick Dean could very well be called the "dean" of customizers, his credentials going back to the days when he worked for George Barris and then went out on his own. He has been involved in numerous show cars, magazine projects (including Tex Smith XR-6) and full-customs for his own use as well as cars for many clients.

Saul and Dean got together and discussed what had to be done to suit Saul's liking. Saul told Dean to cut the top clean off; not just a chop job but clean off. Dean followed the customer's orders but did ask if he could keep the top. (As it turned out Dean used the top to make fender skirts for his full-custom '50 Merc that he was building.)

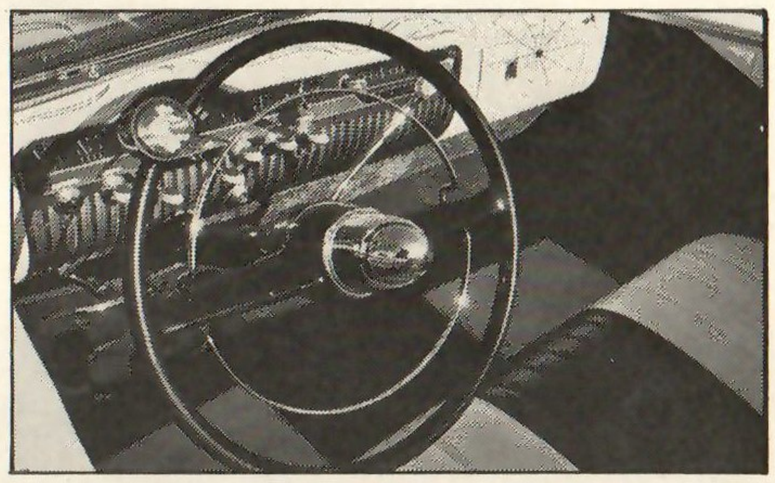
Saul performed minor bodywork while Dean and his shop finished off the heavy duty work. Dean's shop also did the lipstick red paint and scallops. The red is DuPonts' Centari enamel while the scallops were



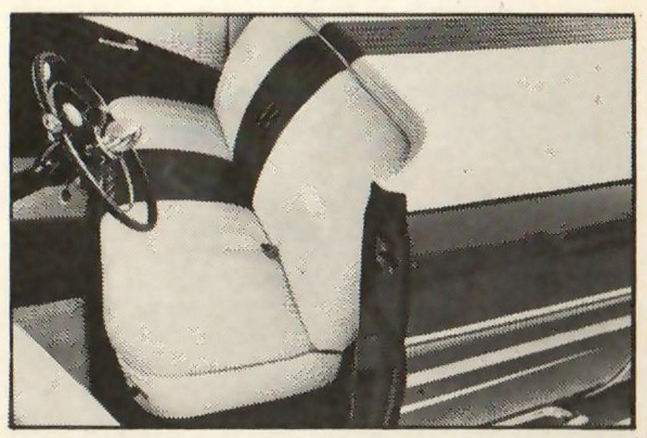
Rear seating is covered by a tonneau done in a matching white with red striping to fit right in with the seat upholstery work. This was done, as was the interior, by Robert from Dick Dean and Son in Fullerton, California.



The red and white vinyl tuck and roll interior is very apparent in front while the '51 Mercury dashboard is painted in red and white to match. All the instrumentation is Merc while custom knobs have been installed as well as bullet on steering wheel.



Stock steering wheel is used with the addition of a chromed "bullet" capping off the center. Also included on the steering wheel is a "knecking" knob with lovely lady pictured.



Stock bench seat is stitched in red and white vinyl with tuck and roll fashion by Robert from Dean and Son, located in Fullerton, California. Note how the tonneau cover & seating match their stripes.

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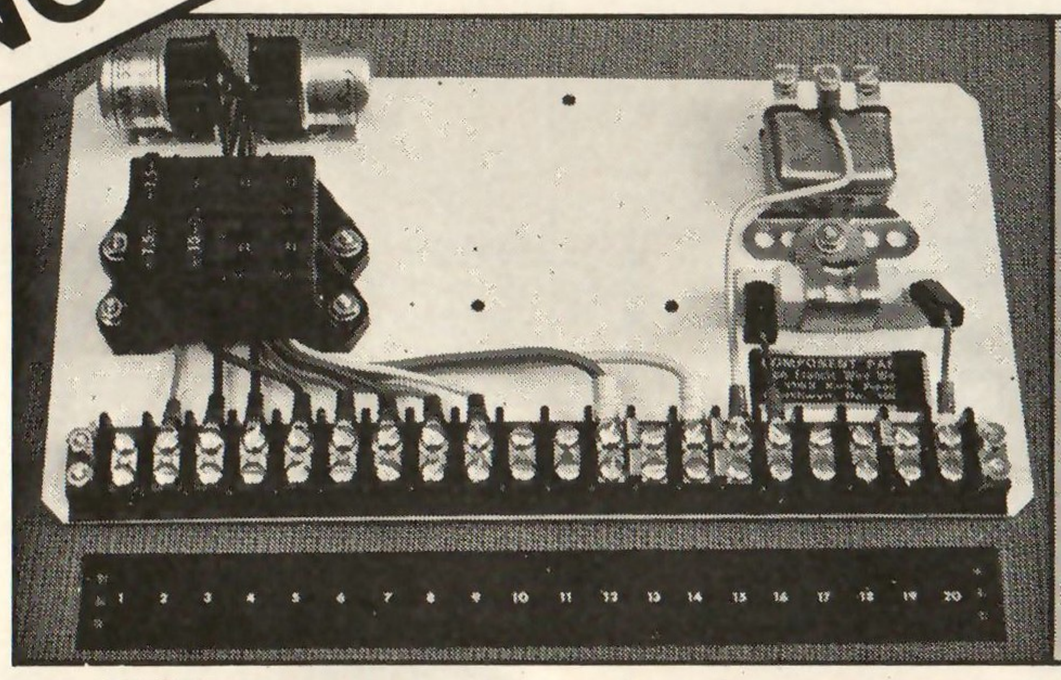

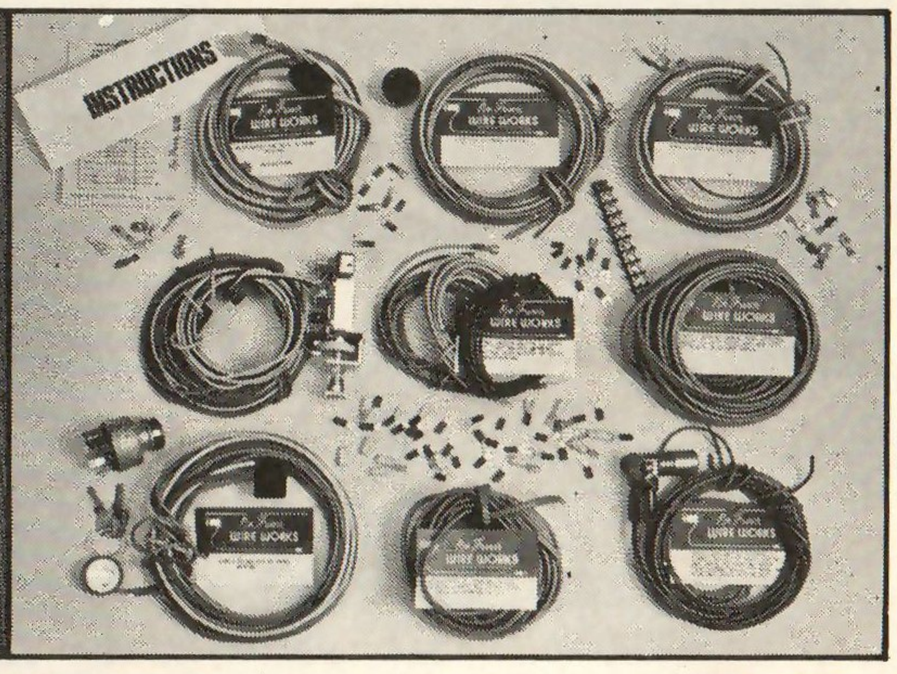

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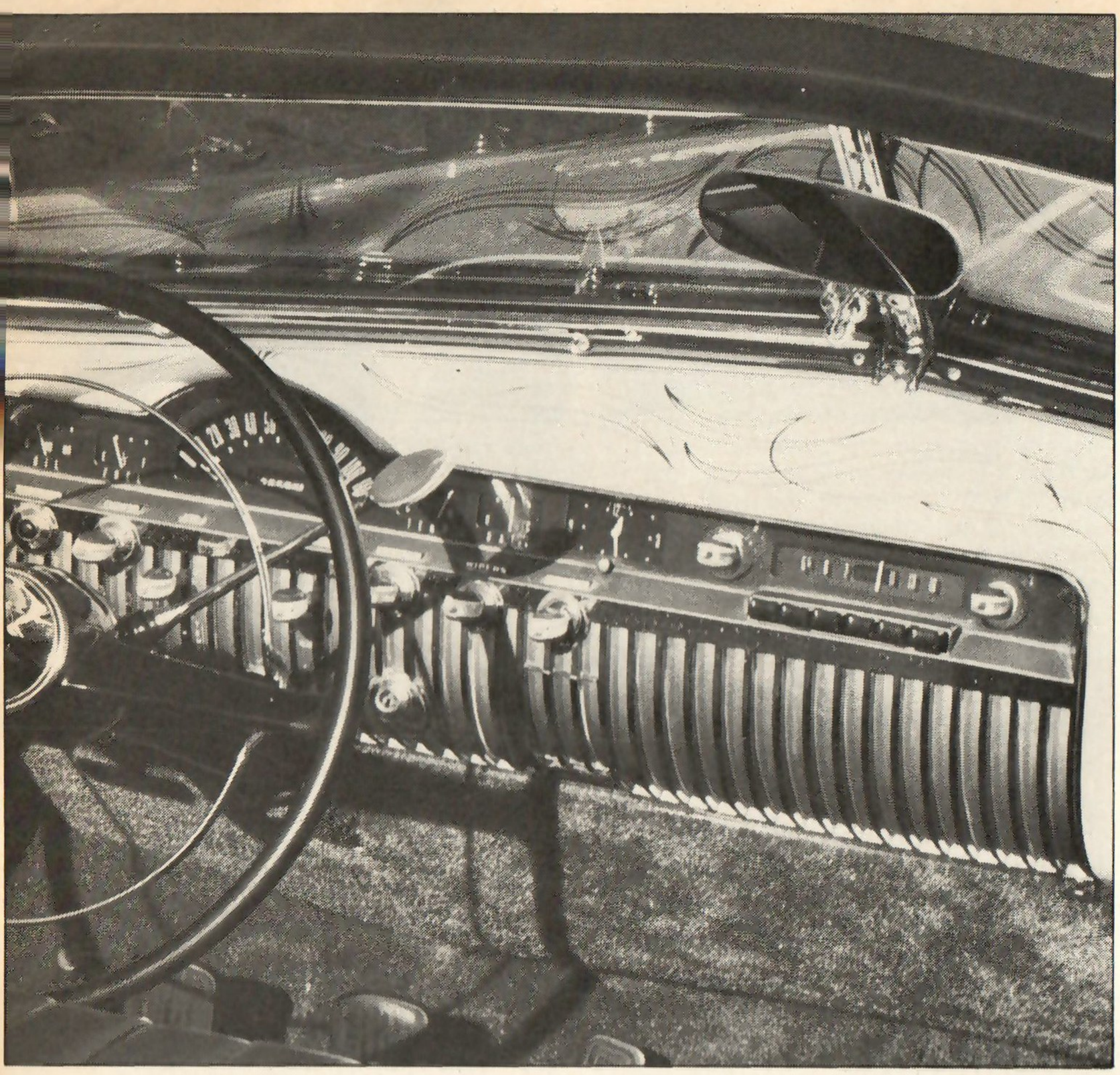


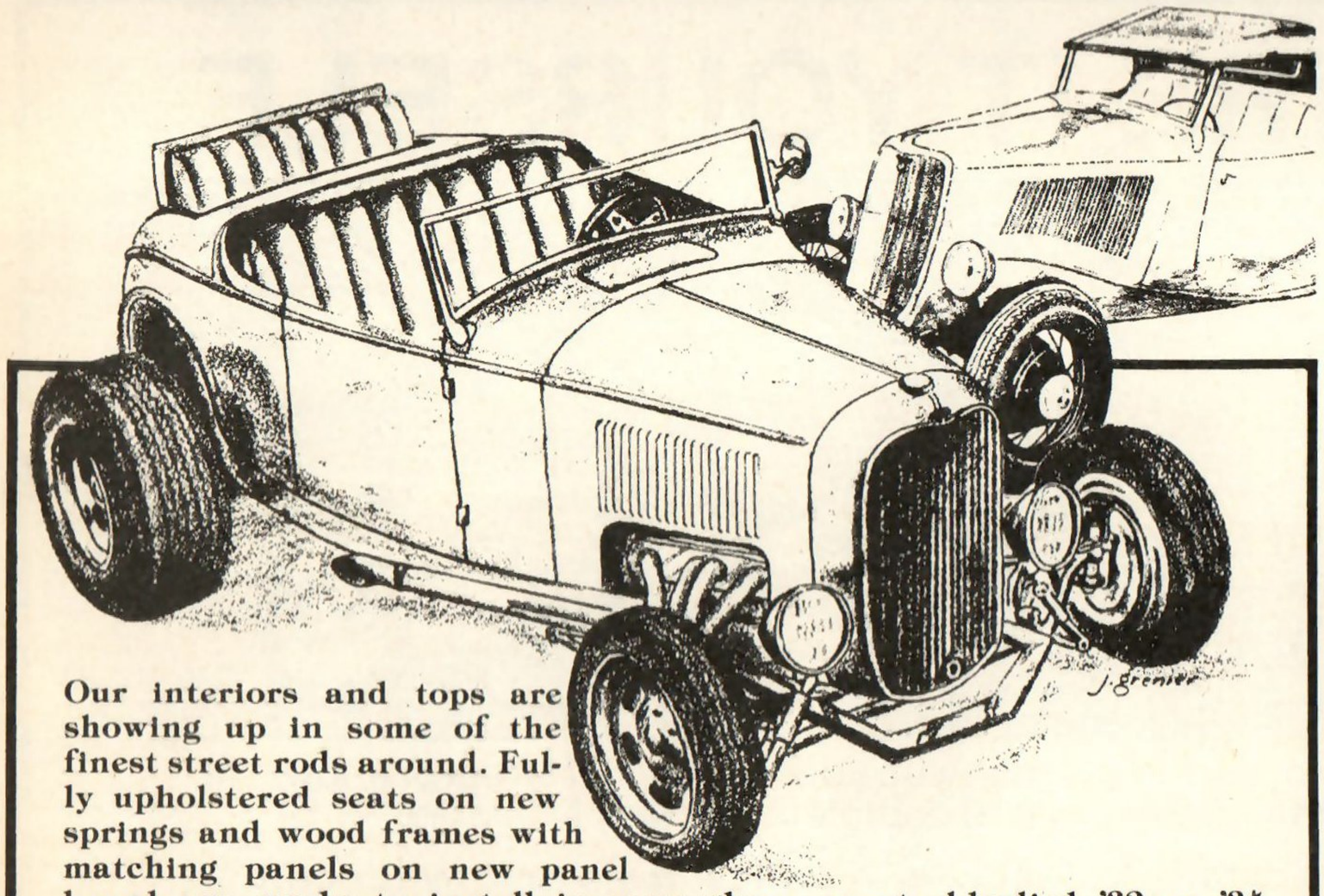
done in a pearl red. Dean himself finished the painting chore while Jones Custom Striping of Whittier did all the pinstriping.

The body, aside from having the roof removed, retains the stock headlights and taillights but in front they have been Frenched while the hood was nosed and decked and the door handles plus trunk handle were shaved. The windshield was dropped five inches plus the addition of a Frenched antenna and a '53 DeSoto grille added. Stock '51 Merc bumpers front and rear were retained.

The suspension is very much "gennie" other than five-inch lowering blocks and one-coil cut from each of the front springs. The narrow white walls were mounted to steel wheels then capped off with 1957 Caddy wheel covers — a finishing touch for any full custom.

An area of outstanding appearance is the interior. The rear bench seat is covered with a white tonneau that has been trimmed with red stripes to match the interior upholstery. The interior stitch work was more time at Dean and Son but Robert, an employee, did the actual work. Red and

Dashboard is stock including all instrumentation and original AM radio. However, custom knobs have been added.



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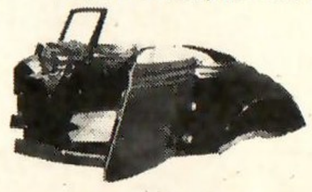

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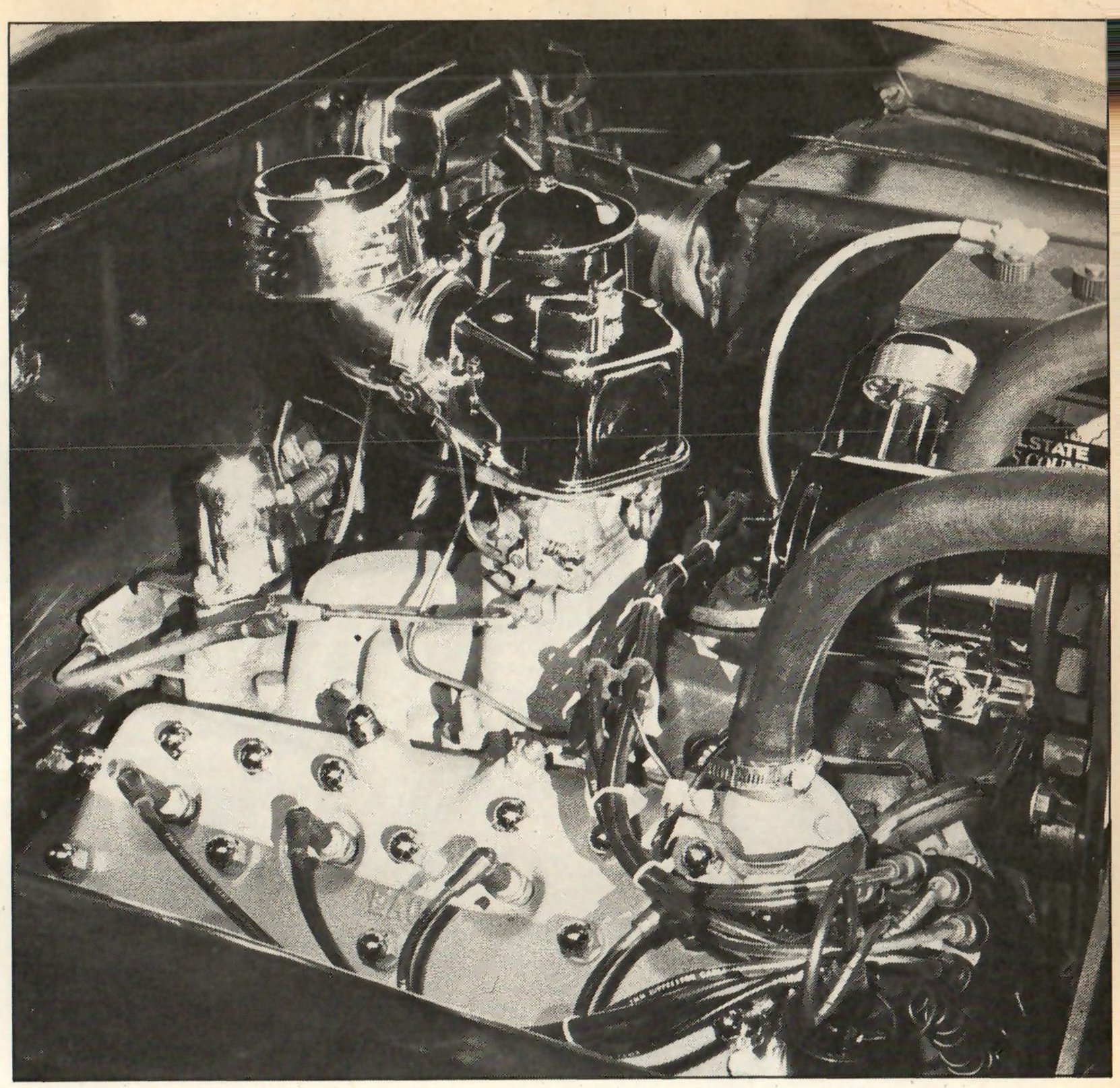
white vinyl was used in a tuck and roll pattern. The '51 Merc dashboard was also painted to match the interior stitch work and all original gauges were retained including the original radio. Matching custom knobs were installed on the dash and a chromed bullet centered on the stock steering wheel. A "necking knob" is also visible on the steering wheel with a lovely "lady" present for all to admire. All necessary wiring was done by Gene Wells of Fullerton while the chrome was done by Valley Krome Shop in La Puente.

Scoot'n this custom down the road is a '51 Merc flathead in original trim with a standard Merc transmission and overdrive. This old time powertrain is still capable of achieving 19 mpg on the average.

Two years in construction Saul has a special thanks for his wife who sold her '68 Corvette to provide the additional funds to finish this super slick custom. It's special all right, you just don't see many four-door sedans turned into four-door convertibles these days! RA



Flathead Merc V8 is used, circa '51, measuring 255 cubic inches and rated at 112 horsepower. Additional engine dress items such as chrome work made the compartment sparkle.

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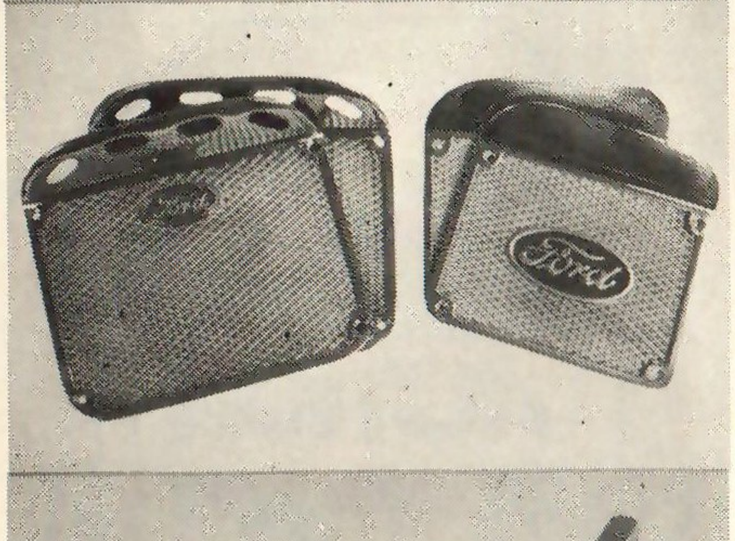

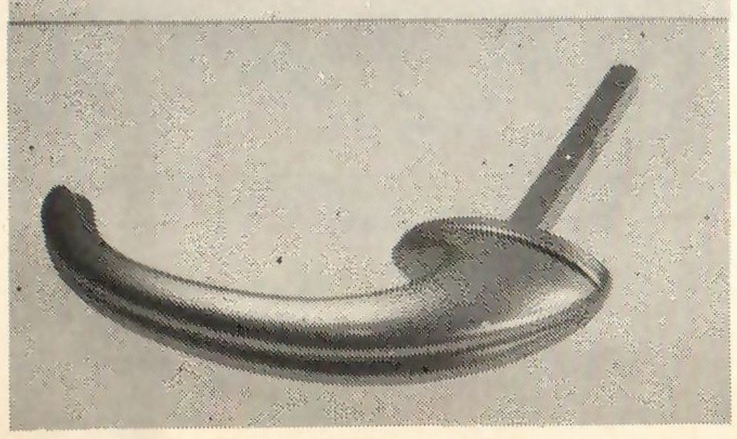

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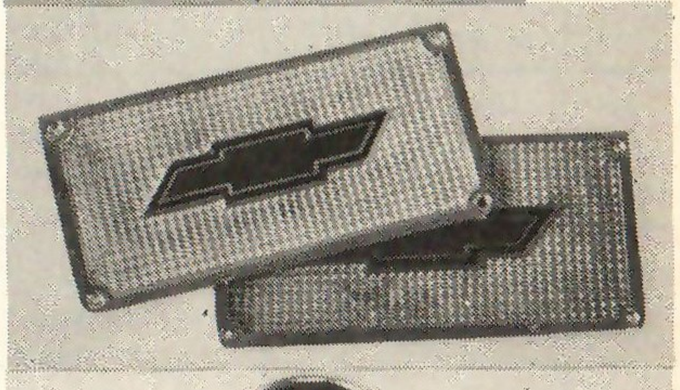

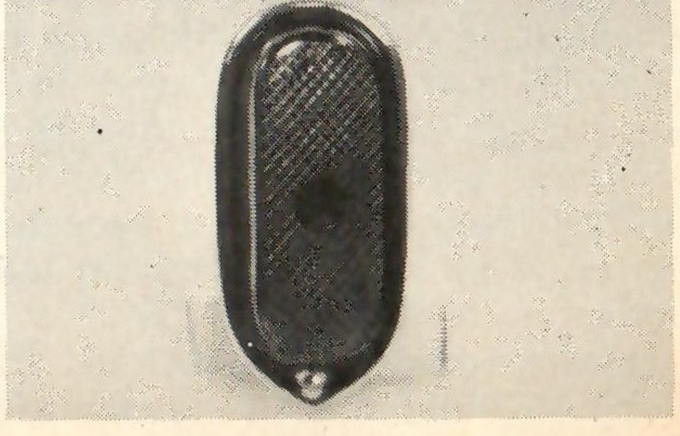

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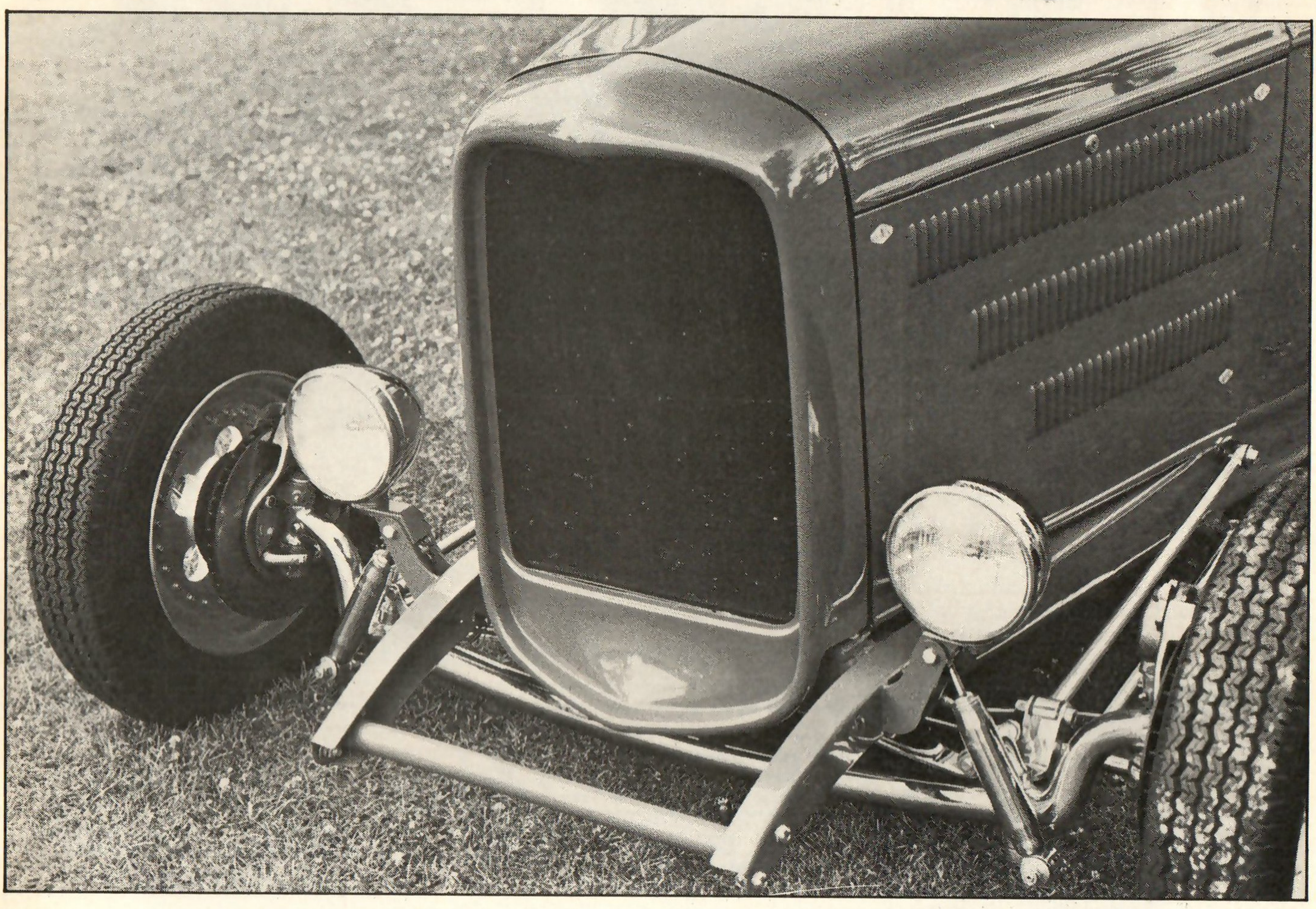


Long time rodder Bill Webb decided it was time to build a super looking rod that allowed him to relive moments of his youth.

by Brian Brennan

What may lead so many of us to build hot rods in our middle-age years is that elusive opportunity to relive moments of our youth. Without question cars built today are far better than those we "played" with decades ago but why shouldn't they. It is an opportunity to enjoy the thrills of youth and bring back memories of all but forgotten fun with today's state-of-the-art parts.

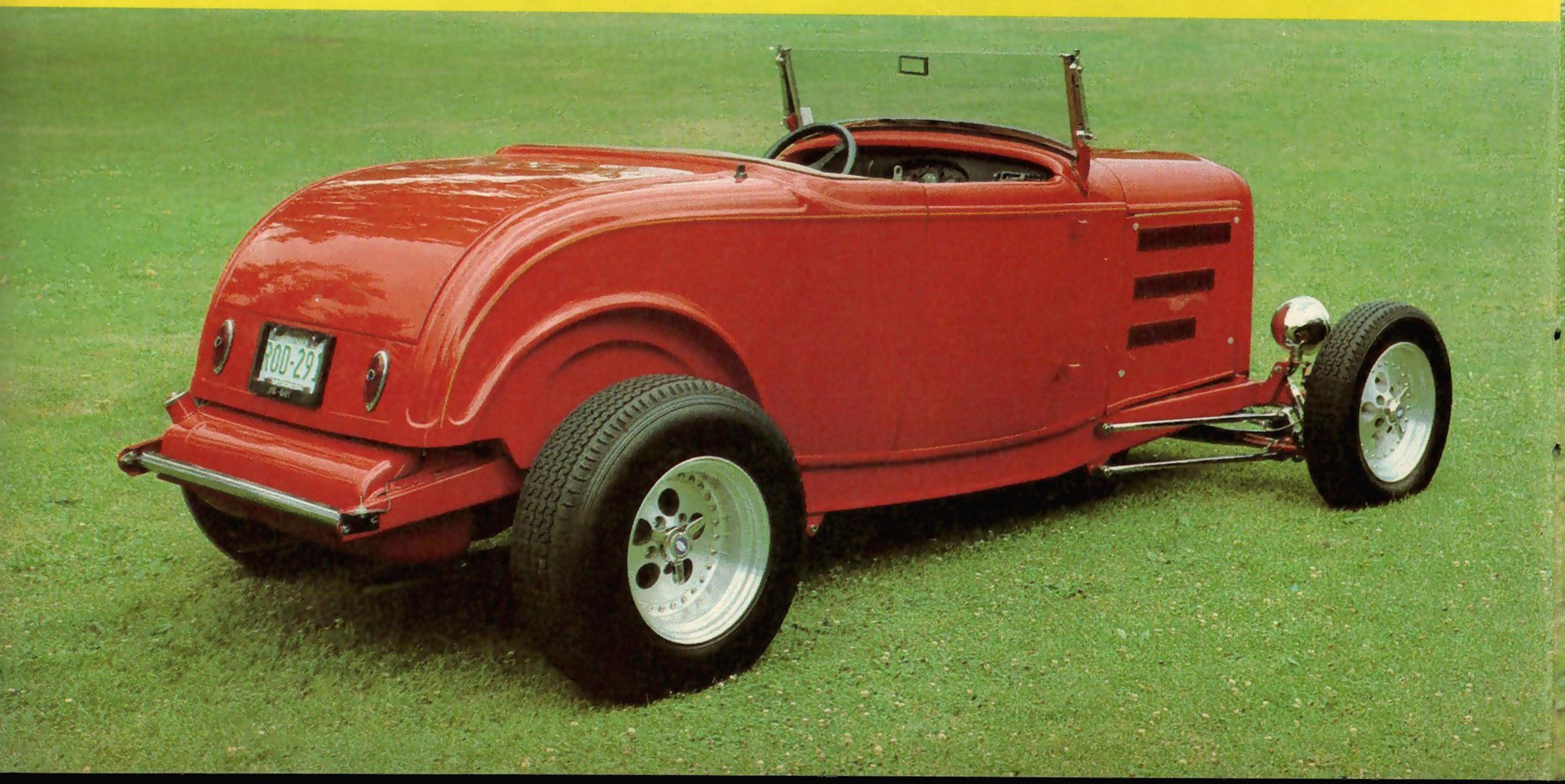
It was such a reason that led Bill Webb to build this fine looking '32 Ford hiboy roadster. "Recapture my youth," to quote Webb as he built this car by purchasing a piece at a time and "stealing" moments to get it all together.

The body is a Wescott fiberglass reproduction of Henry's 1932 Ford roadster without fenders and mounted on top of a set of Deuce Factory rails. Total Performance built the chassis for Webb who then made some additional modifications to suit his particular needs.

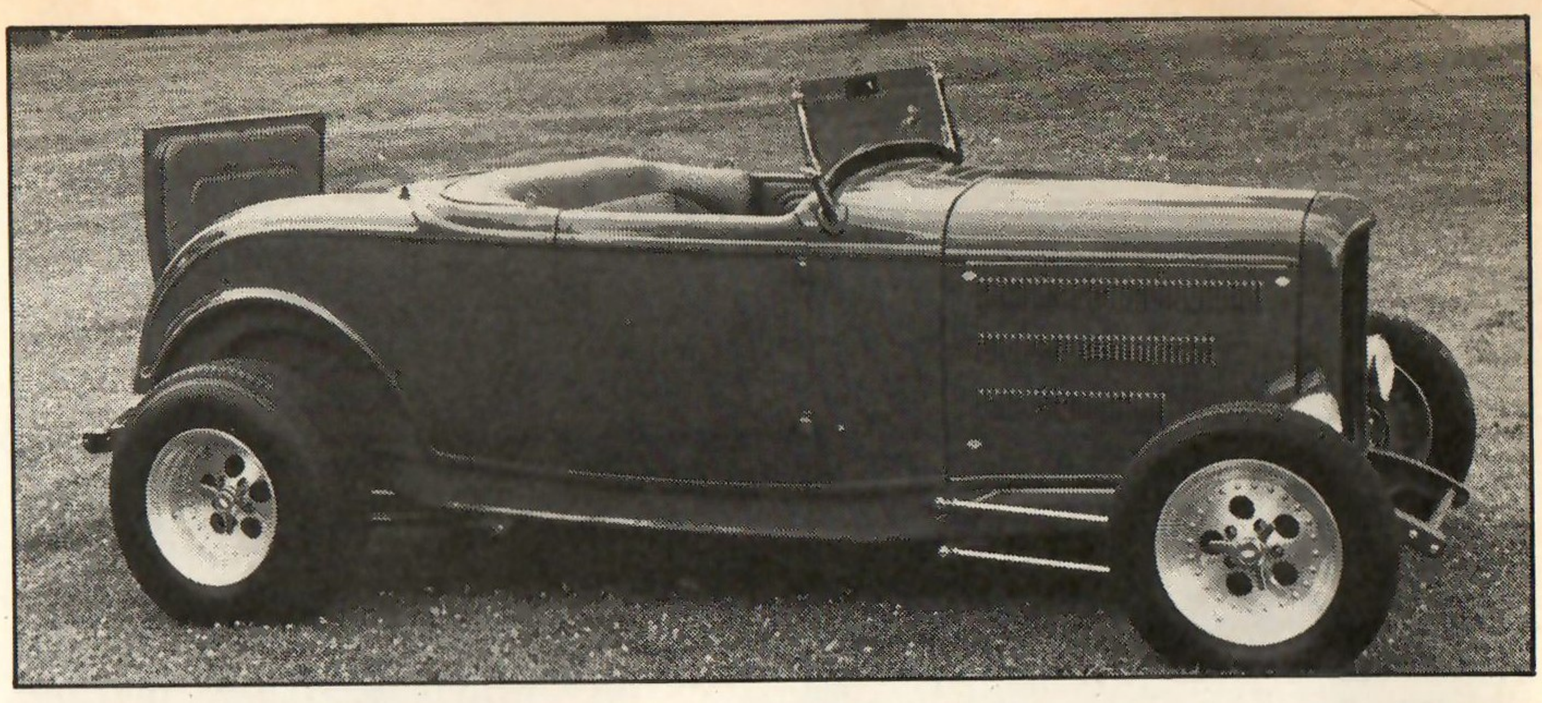
The body was painted in a red lacquer by Webb who also did his

Owner: Bill Webb
Hixson, Tennessee
Photographer: Dennis Adler

ROD ACTION

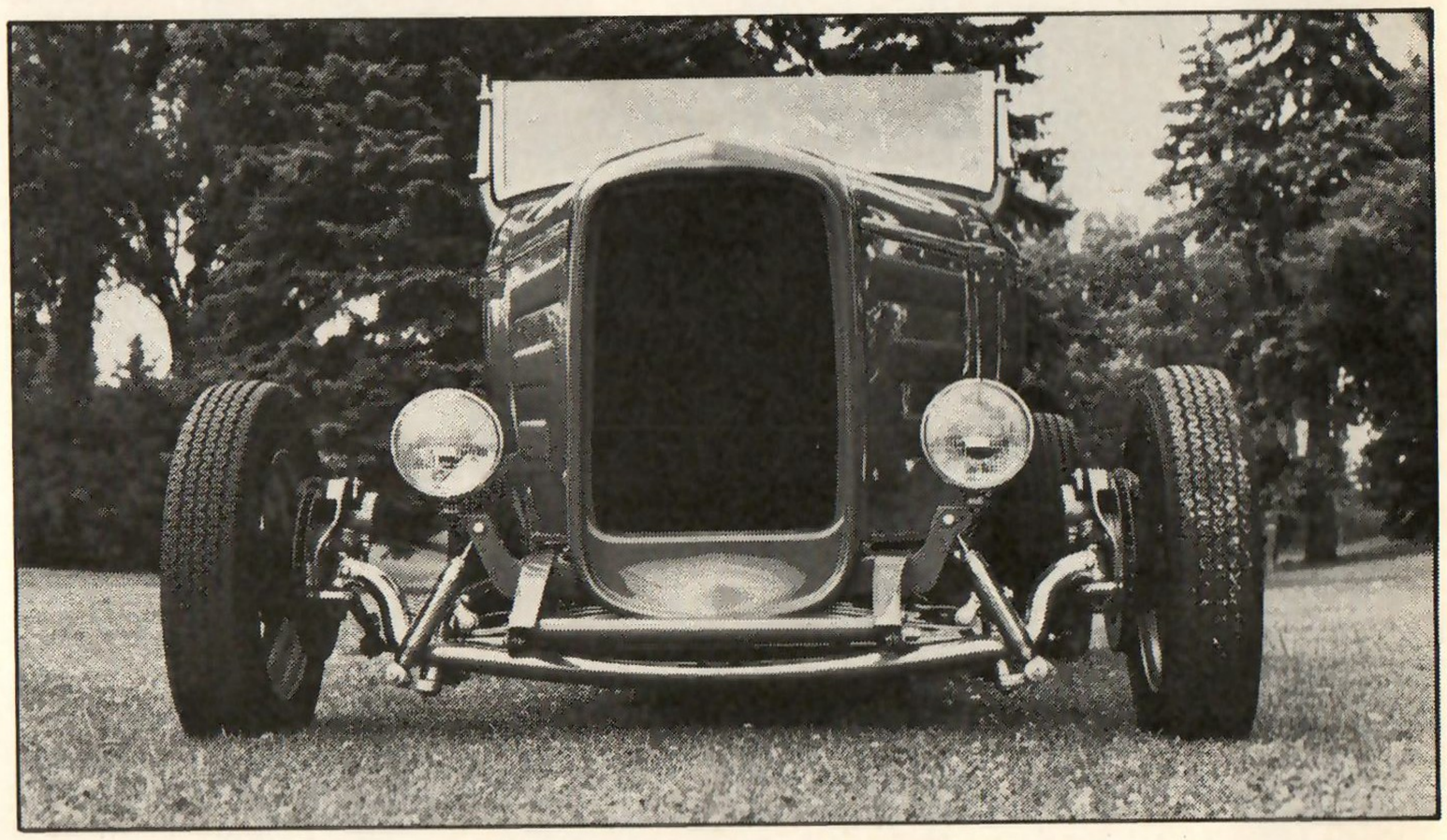


Center Line wheels with Michelin radial tires are found at the corners as they accent the red lacquer painted hiboy.



own wiring. Additional appointments to the body include a pair of '39 Ford "teardrop" taillights with blue-dots added for a more traditional appearance. A stock appearing '32 gas tank is mounted in the original Deuce location with a chromed rear spreader bar. A pair of chromed headlight buckets house the modern sealed beam lighting. Other modern concessions to this hot rod are Center Line wheels and Michelin radial tires measuring 165Rx15 in front and 235Rx15 in back.

Suspension for this hiboy is traditional in overall appearance but up to date in components and technology. A chromed Super Bell four-inch dropped tube axle can be found along with Super Bell Mustang brake kit, Pete & Jake shocks, early Ford spindles, reversed eye leaf spring with Pete & Jake four-bar. Vega



Minus grille insert, a Deuce shell leads the way for this '32 Ford hiboy. Other front end "goodies" include a Super Bell axle, S.B. Mustang brake kit, early Ford spindles and Pete & Jake shocks.

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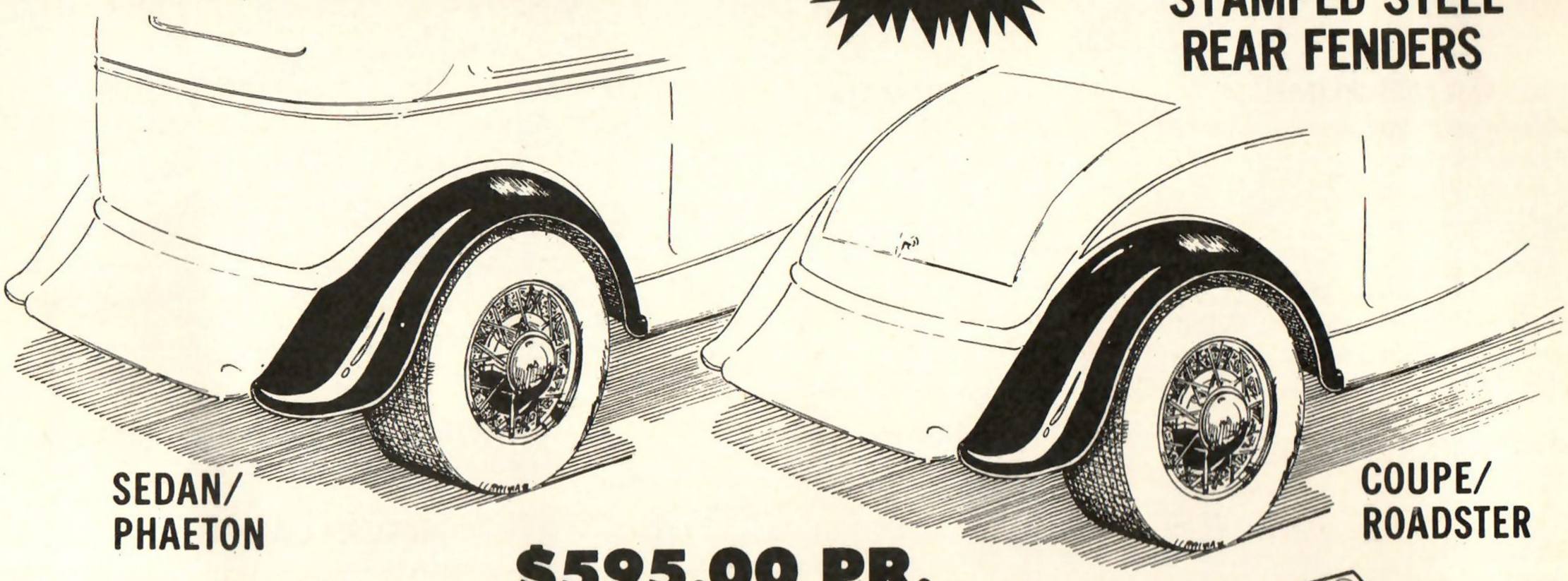

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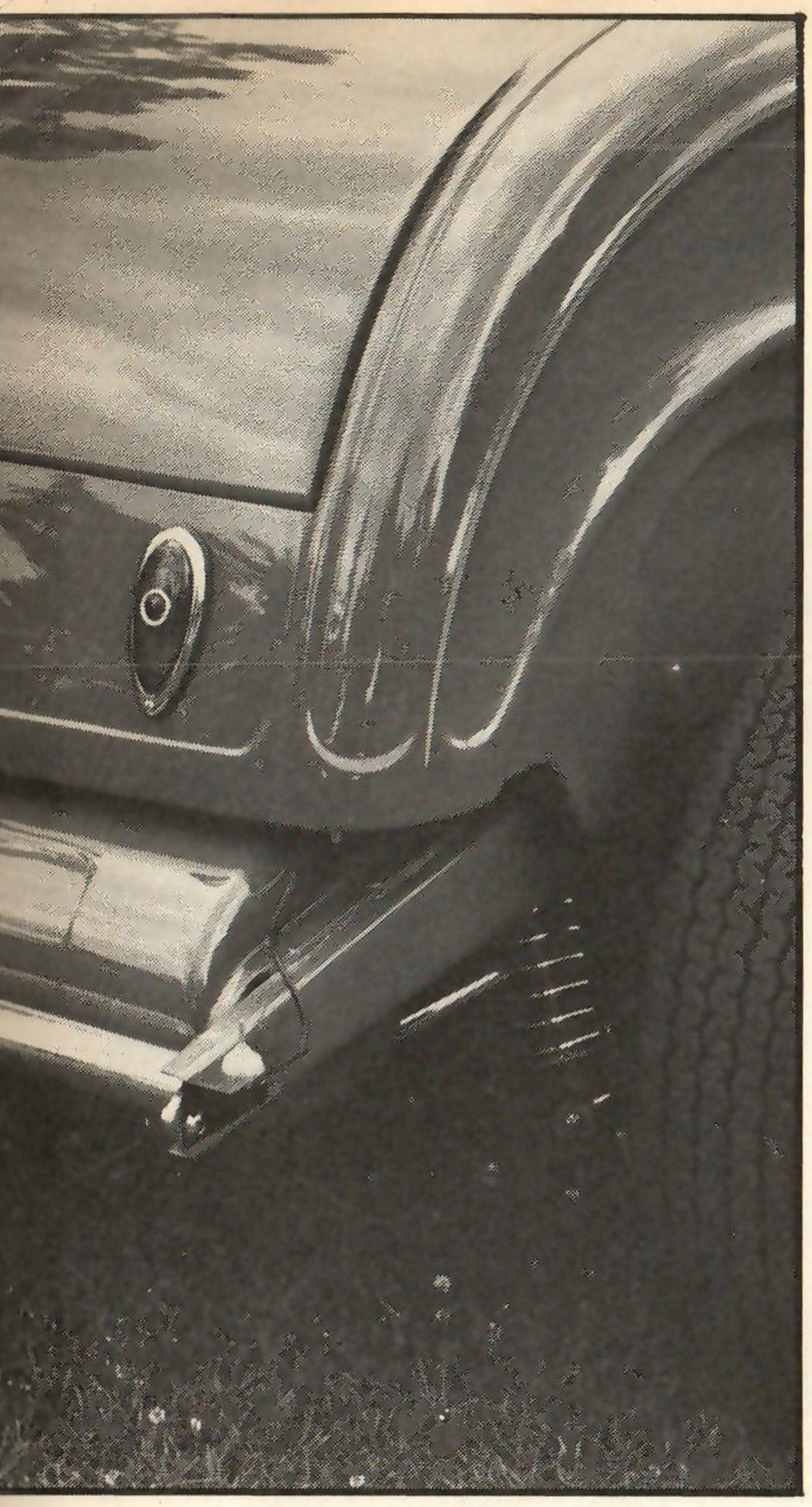
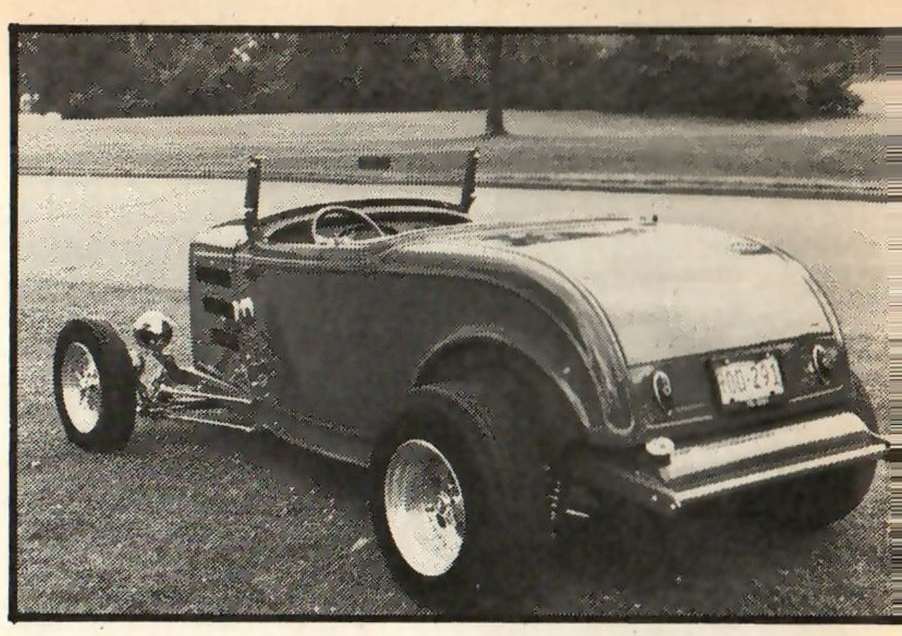


steering is another modern day treatment which makes today's street rods just that; street rods capable of being driven daily, if desired, or driven long distances, if desired. Reliability and confidence go hand in hand and today's rods are showing more and more of this trait each summer.

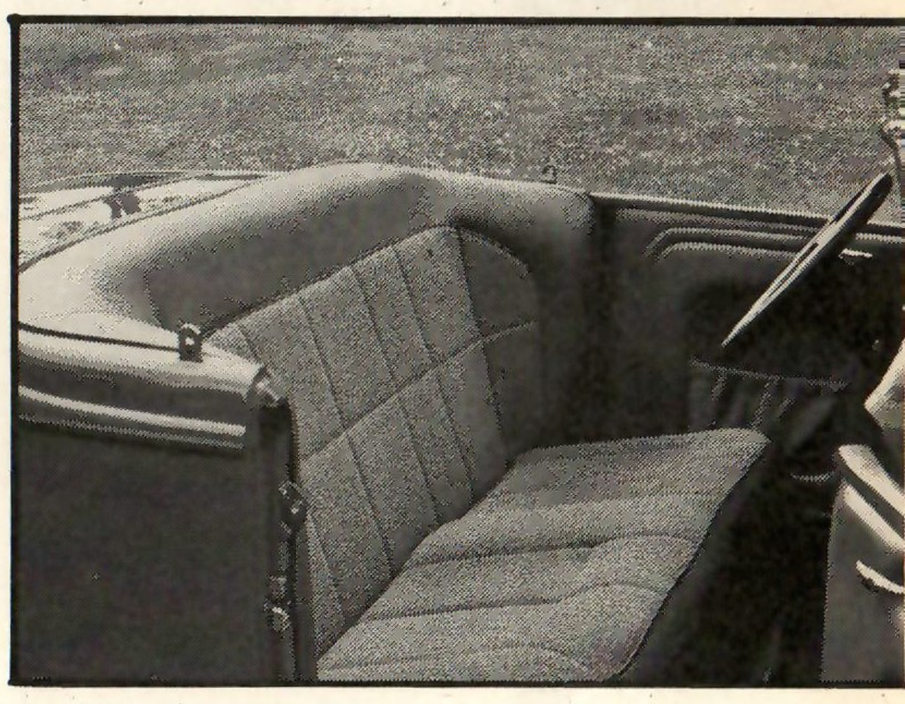
The rear suspension is a combination of a '74 Ford Maverick rear end with triangulated four-bar control arms, Koni coil over shocks and Maverick drum braking. The master cylinder is a '68 Cougar (Ford dual reservoir) which is pressed into operation by a Deuce Factory brake pedal.

The interior is another point of outstanding quality with a bench seat, slightly contoured lower portion, stitched in cloth and vinyl by Don Angland. The dashboard is '32

A traditional touch is the use of '39 Ford taillights with blue-dot inserts.



The Wescott fiberglass body was painted by owner Webb who also did his own wiring and made additional frame modifications after Total Performance built the original set of rails.



Bench seat featuring a slight contour on the bench portion is stitched in cloth and vinyl by Don Angland in saddle color.

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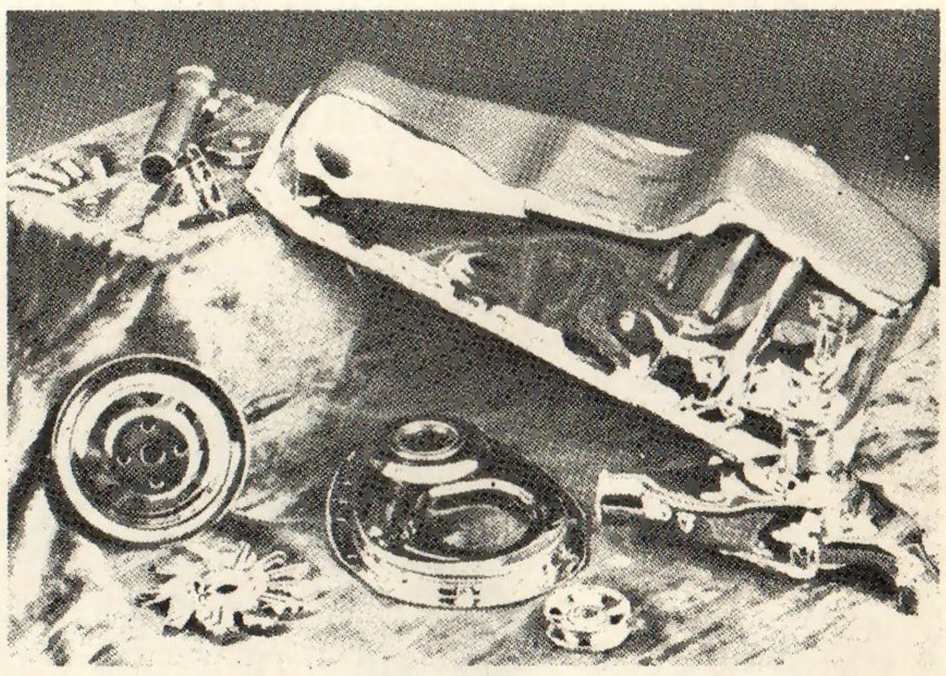

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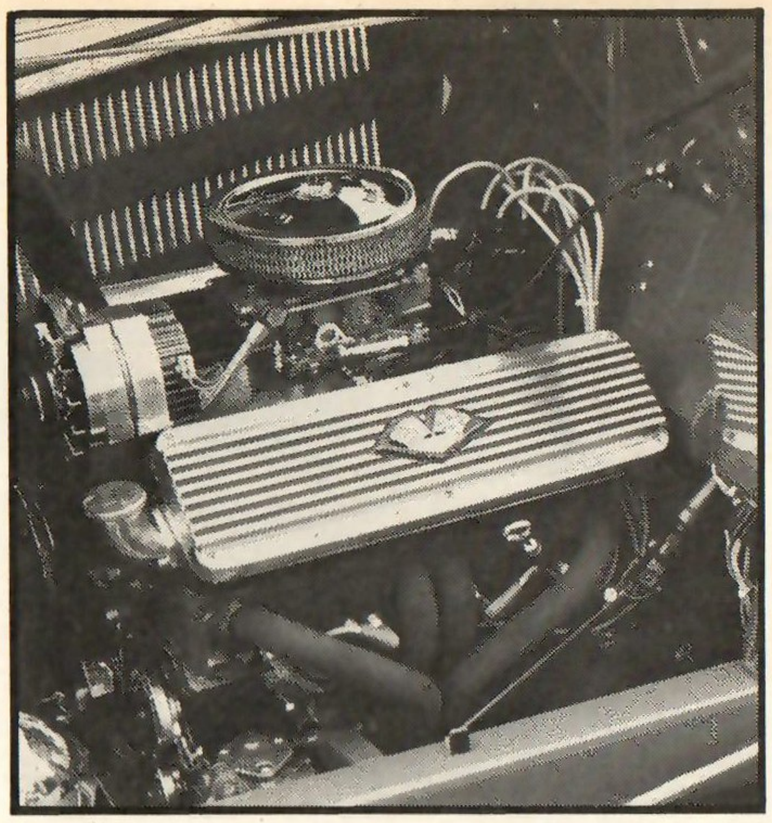
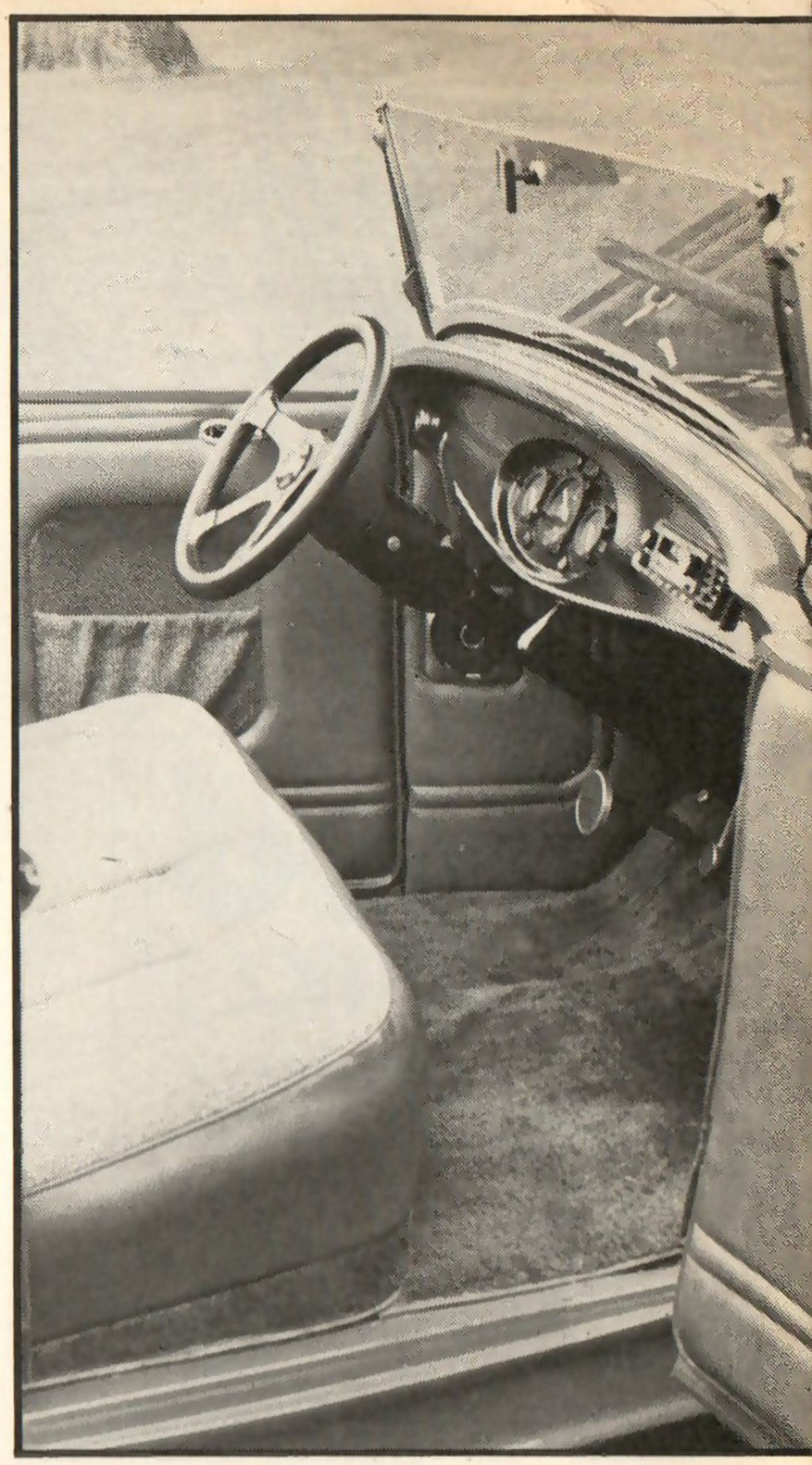
painted in satin black with black anodized aluminum insert housing VDO instruments. Other dash mounted appointments include an ignition key, '62 Buick tilt-steering column with Izumi aftermarket wheel and a Grunddig stereo radio. On top is a '32 windshield without a top frame bar and a Pete & Jake rear view mirror. To finish out the interior is a Deuce Factory throttle and brake pedal pad with a floor mounted emergency brake.

To power this sleek looking hot rod down the highway is a '77 350 cubic inch Chevy V8 equipped with a Competition Cams valvetrain, Holley intake and four-barrel carburetor, Sanderson headers and Larsen Engineering valve covers. The polishing and chrome was handled by S&H Brite Works in Tennessee. Hooked to the V8 is a Chevrolet Turbo 350 in stock trim operated by a column mounted shifter. While straight line performance is very good with the combination of potent small block and 2400-pound car, the real eye opener is the 21 miles per gallon this combo averages.

A chance to bring back some of the fun of youth; one can never actually go back but it is sure lots of fun trying. RA



A potent small block Chevy with 350 cubic inches can be found in the engine compartment decked out with a Holley intake and four-barrel carburetor, Competition Cams valve-train, Sanderson headers and Larsen Engineering valve covers.



The steering column is a '62 Buick with tilting head and an Izumi aftermarket steering wheel. Windshield runs sans top bar with a Pete & Jake rear view mirror. Deuce Factory brake pedal pad and throttle are evident inside along with a Grunddig stereo radio.

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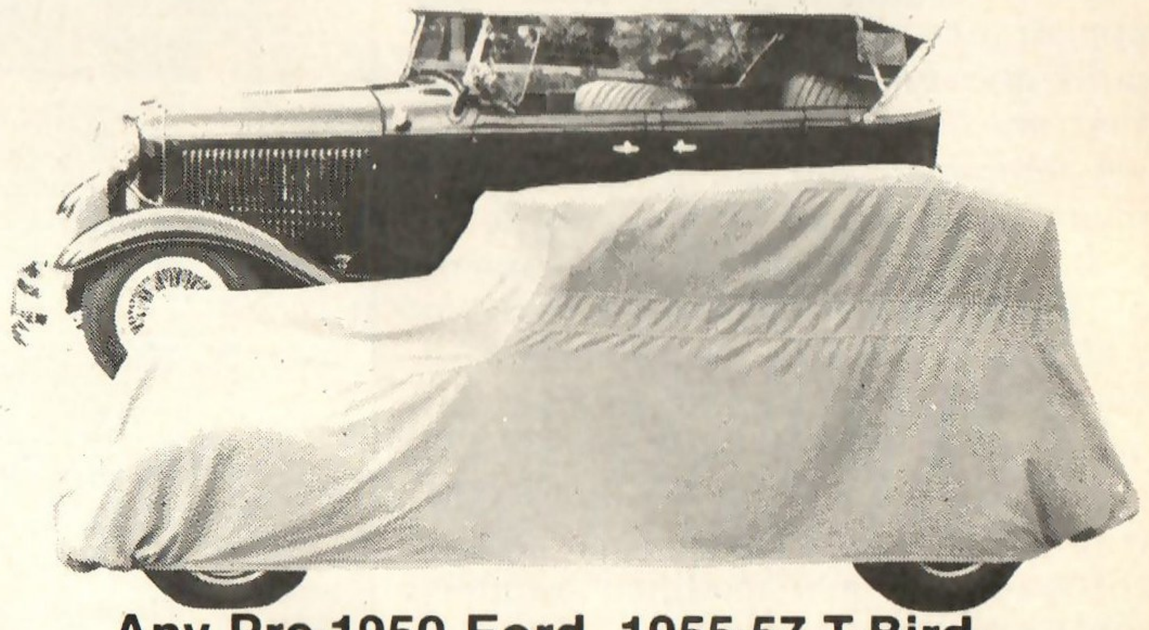

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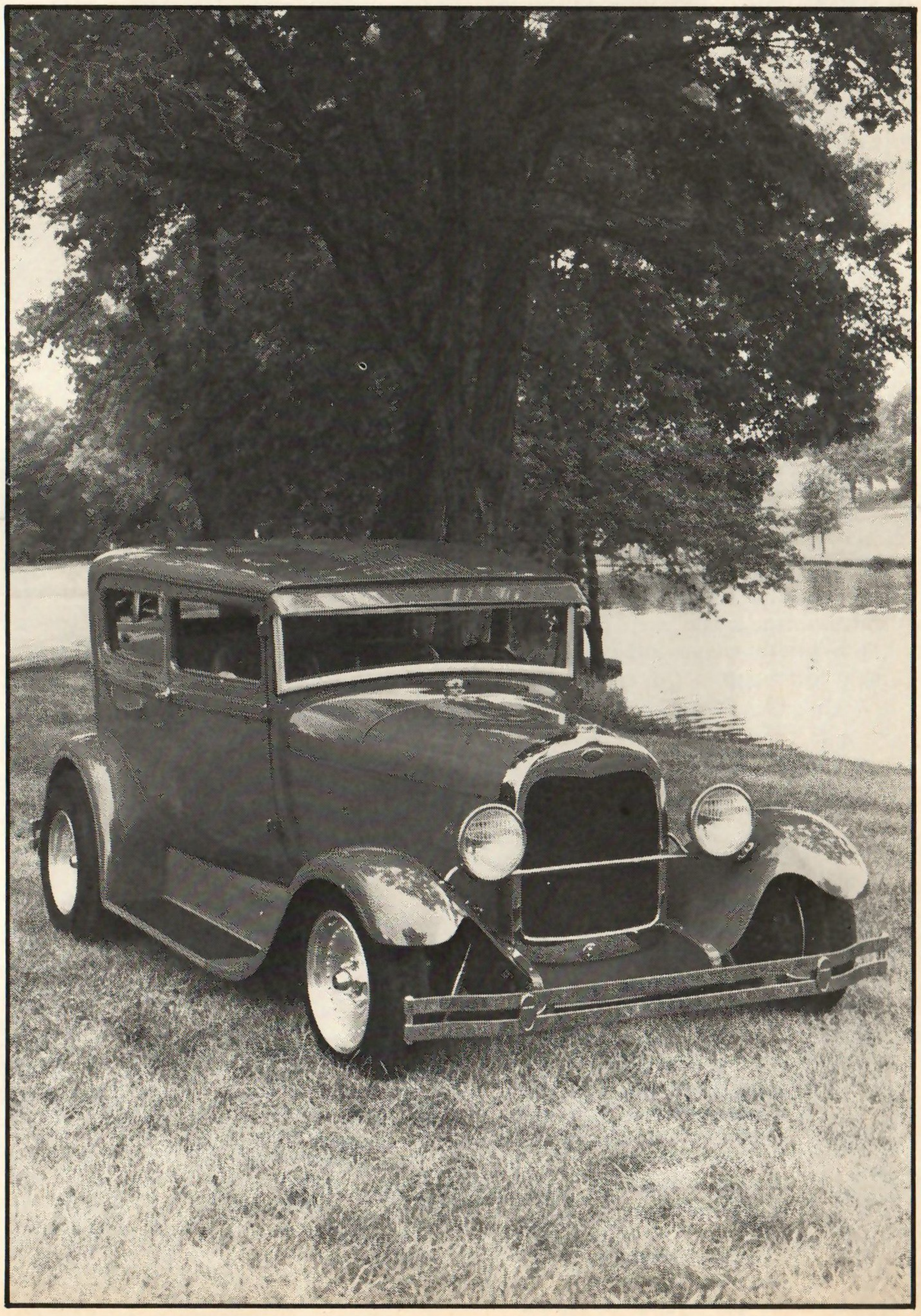
Lower

Model A has four and a half inches taken out giving it that low down look.

by Brian Brennan



Owner: Phil Wren
Lithia Springs, Georgia
Photographer: Dennis Adler

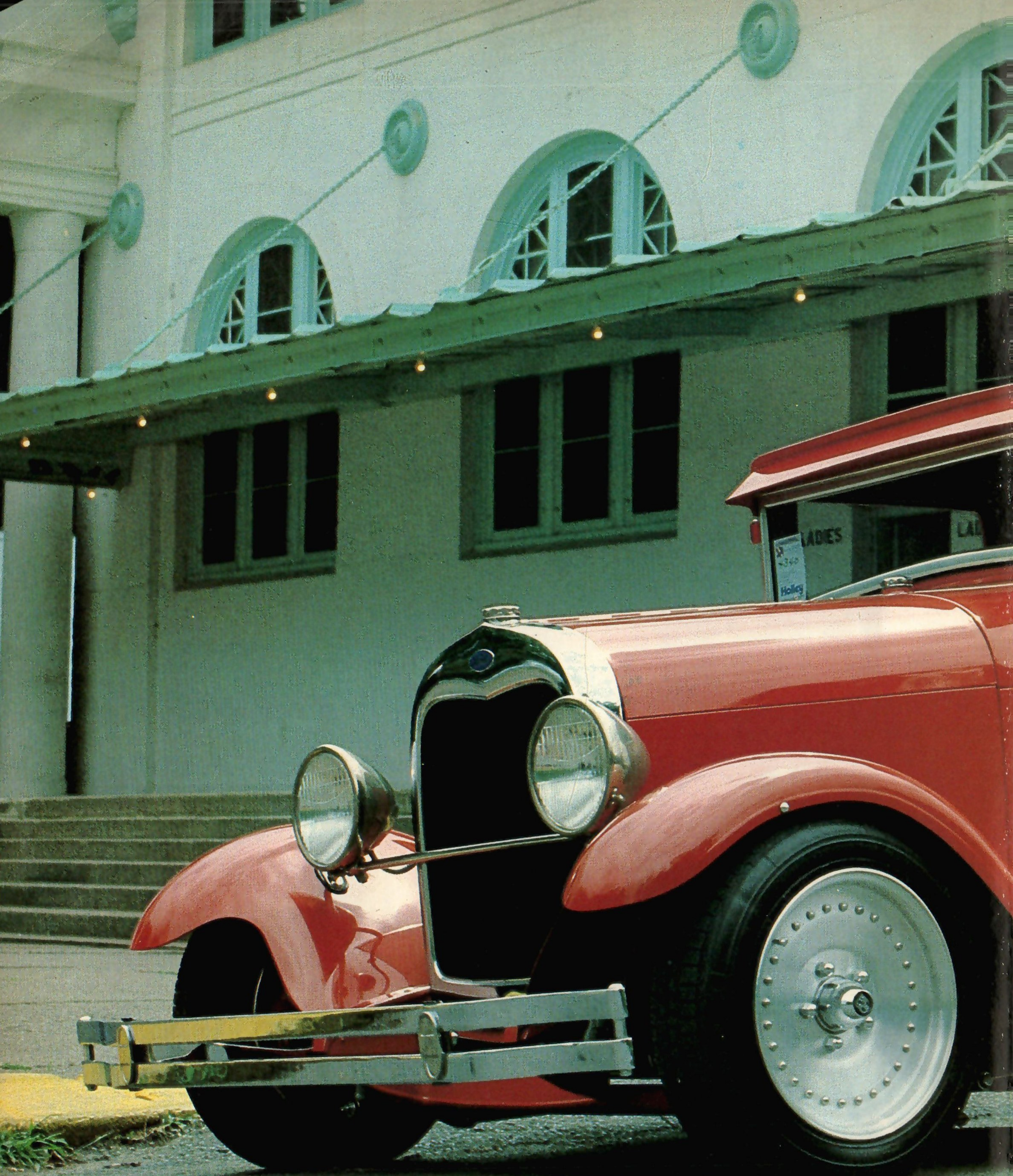
Outside this Model A gives the appearance of many a Tudor sedan built by Ford during '28 and '29 that were later built into hot rods; via chopped and filled roofs plus modern trim.

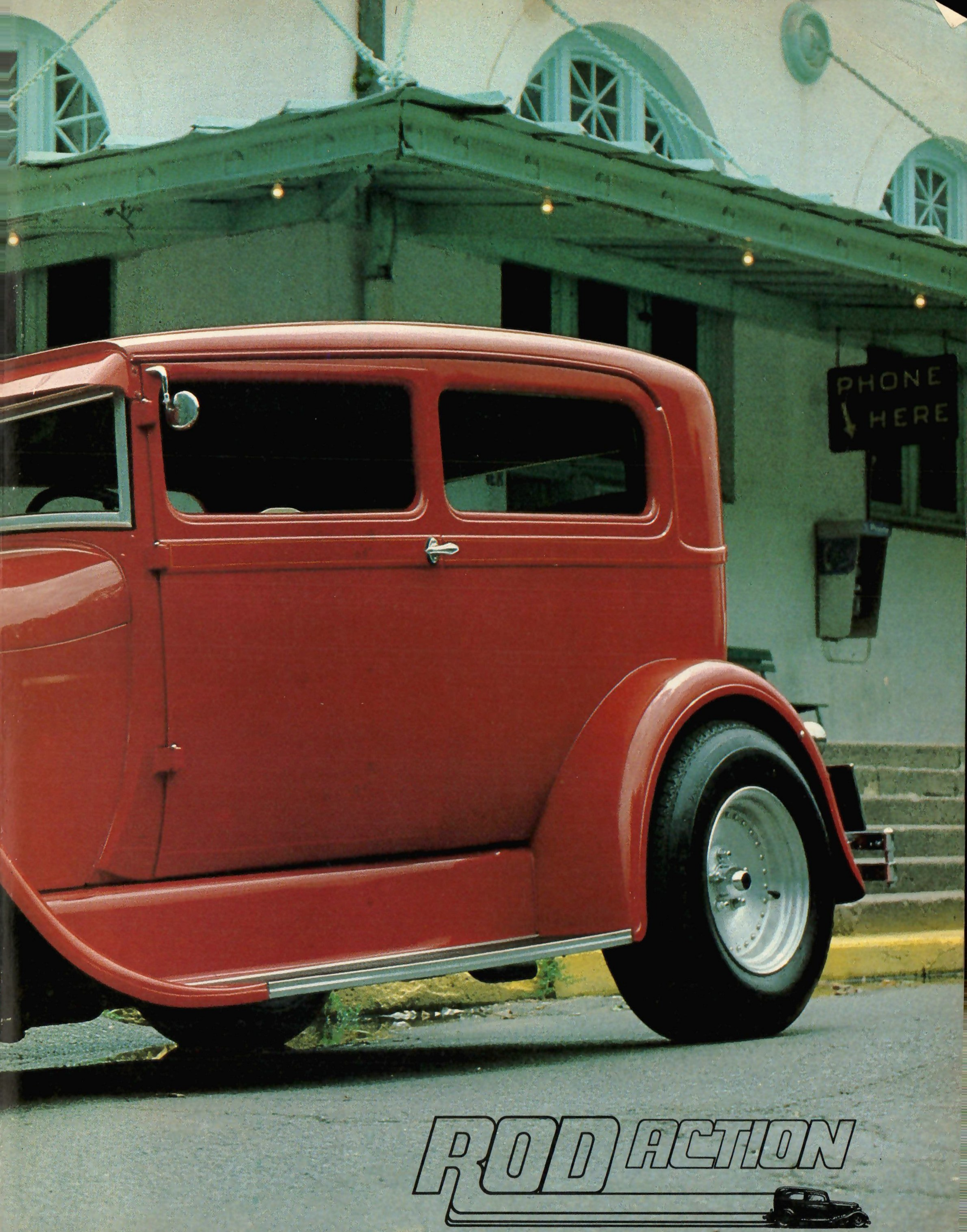
It's inside the engine compartment of Phil Wren's '29 two-door sedan which is a bit different, yet soon to be typical, is the use of a Chevrolet V6 engine. The motor sports 229 cubic inches and is in the stock GM trim with the addition of some chrome work and modified Sanderson Corvette headers. The transmission is a Turbo 200; unusual to street rods but common to the Chevy V6. Tranny is operated through the use of a Mustang floor mounted shifter.

The body itself is a '29 Ford Tudor sedan that has been chopped four and a half inches plus a filled top and then this combination painted in a red lacquer. The fenders are stock Model A steel pieces in back with fiberglass reproductions in front. The headlights are stock A but the headlight bar has been dropped. In back the lighting is stock Model A but blue-dots have been added. Front and rear bumpers are also early Henry items as is the grille shell.

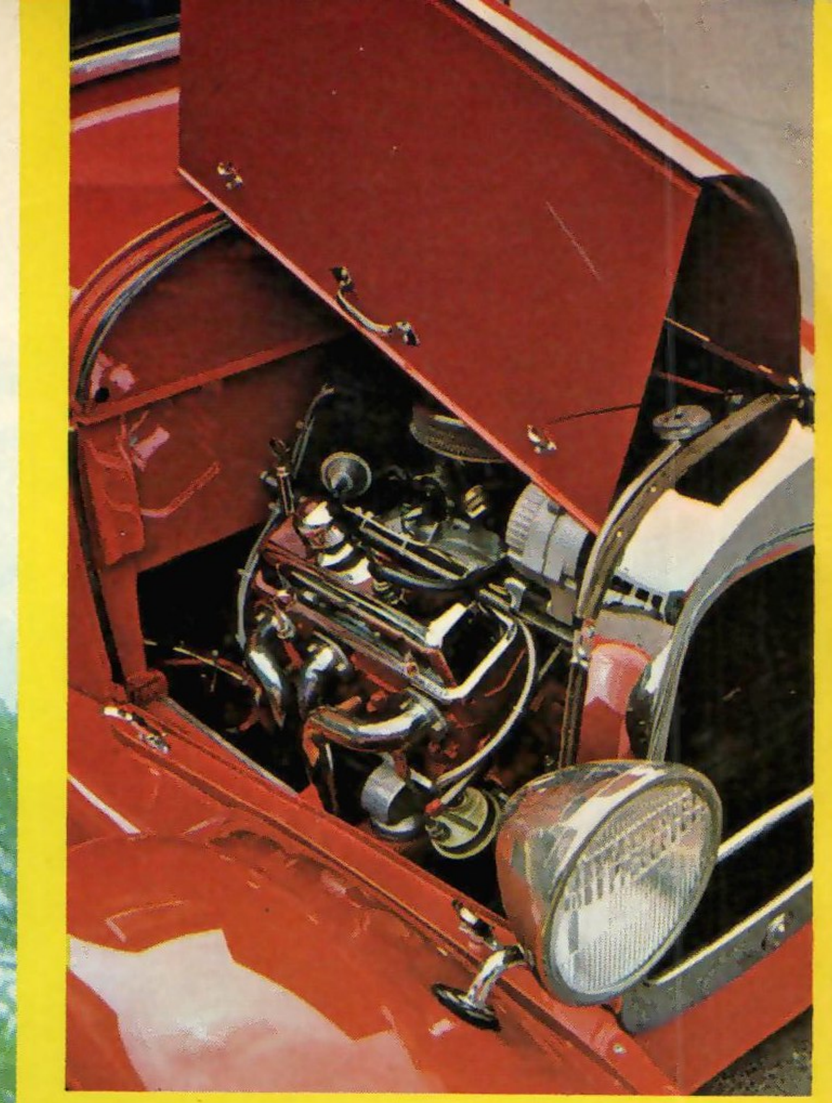
The suspension is typically hot rod with a MAS five-inch dropped axle, Camaro disc brakes, Pete and

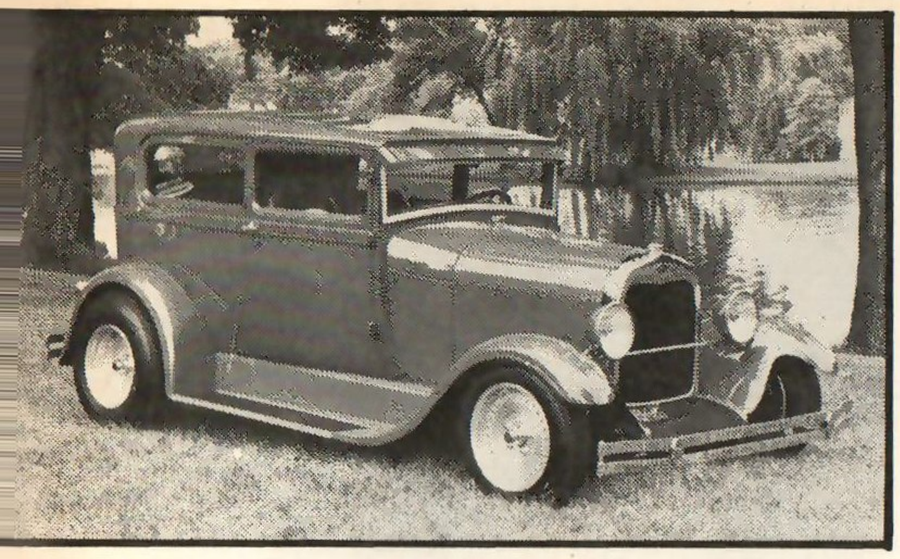
scrapbook


LADIES

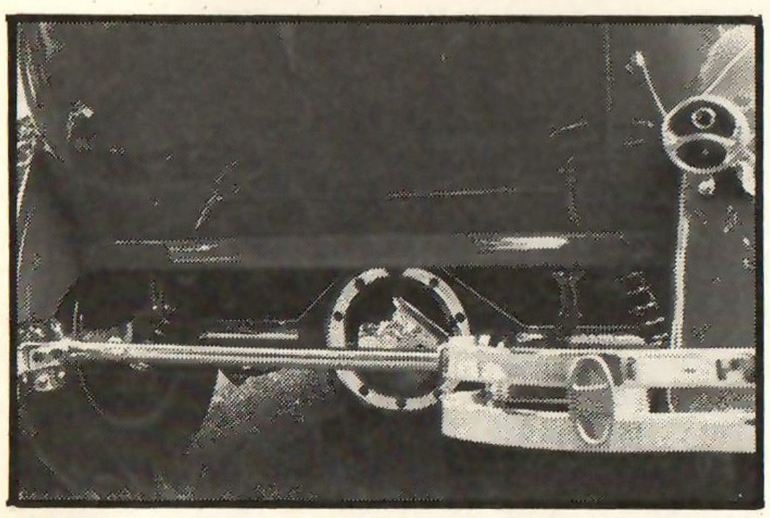


ROD ACTION

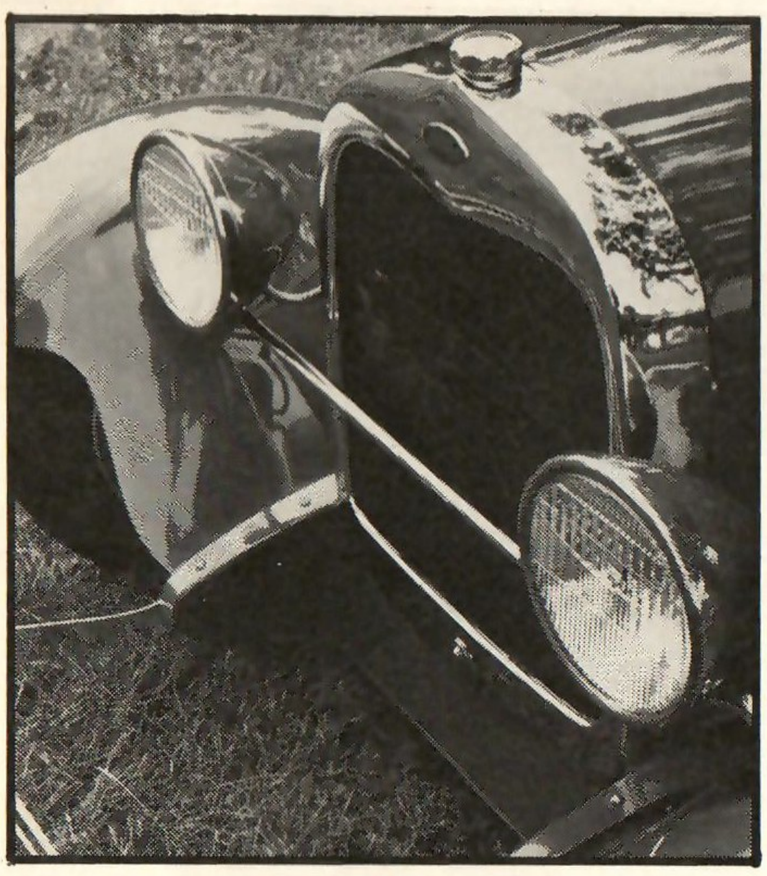




Red lacquer paint makes this Model A stand out in a crowd as does the top chop.



Rear end is a 10-bolt Spicer GM unit with Koni coil-over shocks and drum brakes. Note the blue-dots added to the Model A taillights.



Stock Model A headlights rest on a dropped headlight bar with '29 grille shell.

Jake shocks, '54 Chevy spindles and traditional buggy spring with reversed eyes. Steering is a Mustang box while the master cylinder comes from a '69 Camaro. In back a 10-bolt Spicer rear end uses its drum brakes for stopping while Koni coil-over shocks add to the comfort of ride. Other appointments to this suspension and looks department include a full set of four "original" style Center Line wheels and Michelin radial tires. The wheels are 15x5 in front and 15x8 in back with 145Rx15 tires in front and 225Rx15s in back.

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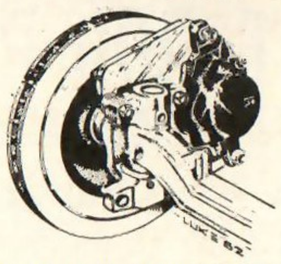

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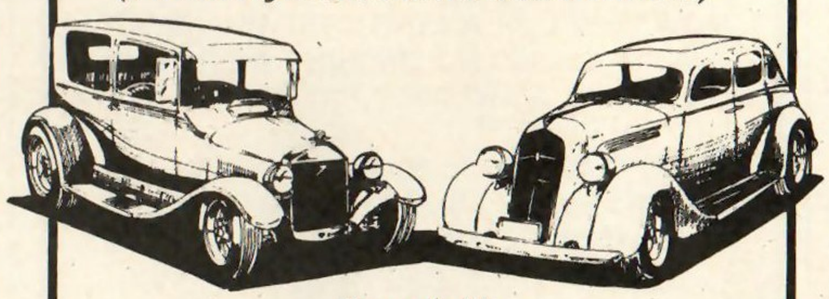

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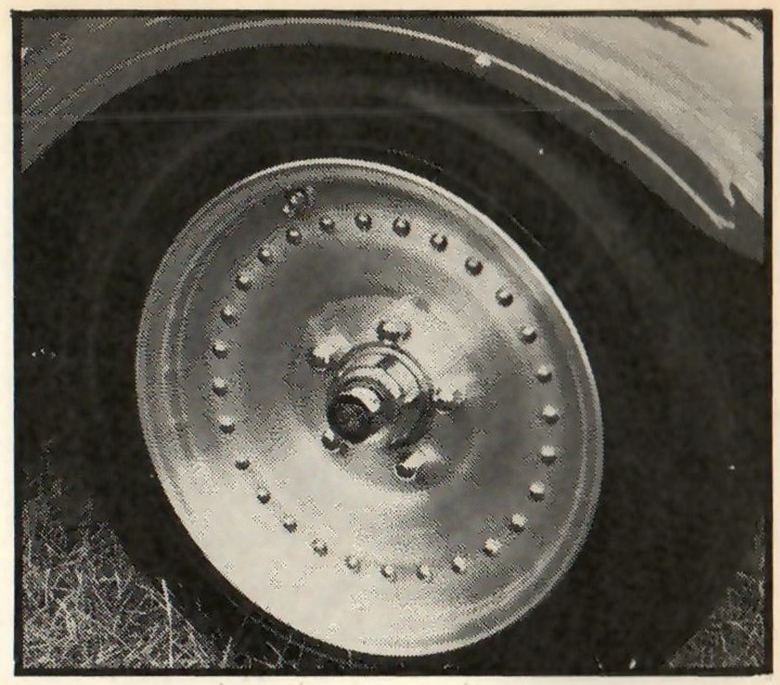
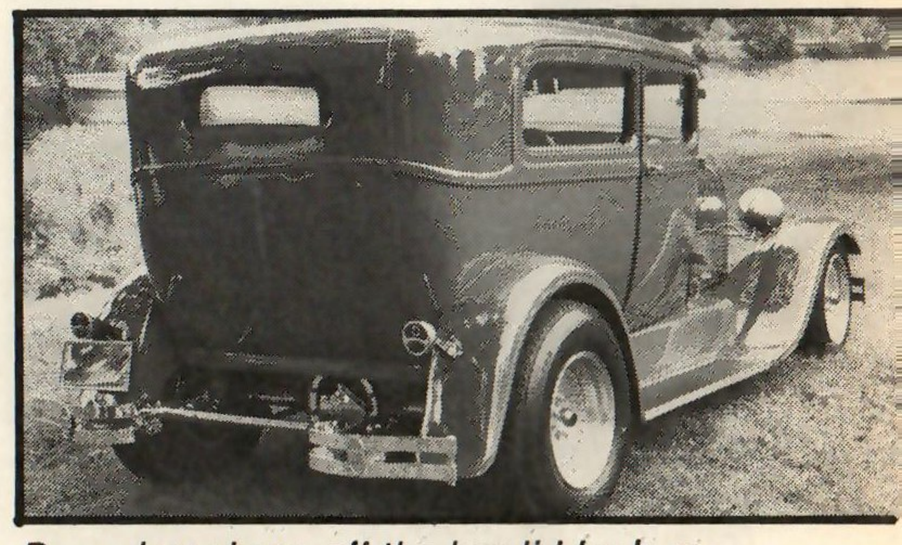
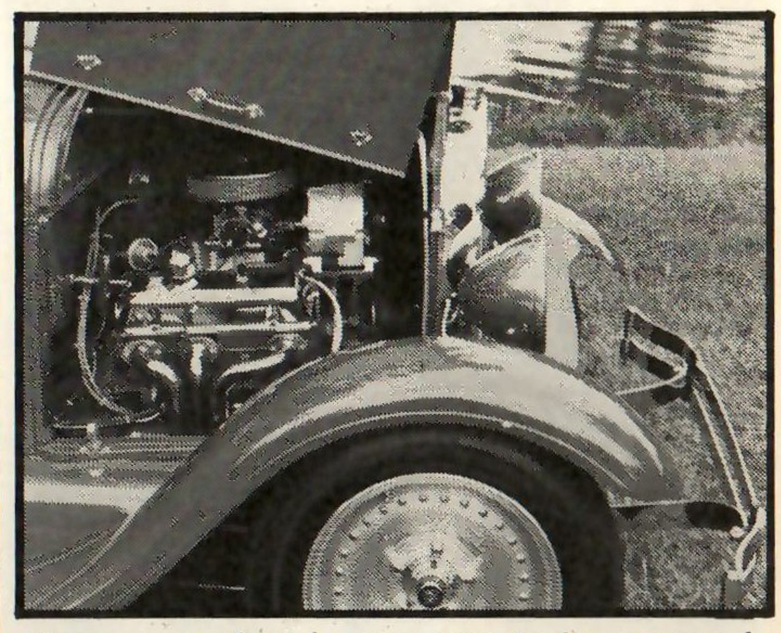


The original style Center Line wheel measure 15x5 in front with Michelin tires.



Rear view shows off the low lid look as well as the Center Line 15x8 wheels and Michelin rubber.



The powerplant is one sure to be more of a favorite in several more years; a Chevrolet V6 with 229 cubic inches. The engine is stock with a bit of chrome work to set it off, however, a pair of Sanderson headers for a Corvette have been cut down and made to work in this application.

Inside the passenger compartment one can find a pair of Corvette bucket seats in front and stock style bench seat in back. All have been recovered with a combination of tan mohair and vinyl while a stock Model A dashboard is retained but outfitted with a combo of stock and Stewart-Warner gauges. The General Motors tilt-steerng column is topped off with a Bell steering wheel. Throttle is a Deuce Factory item that controls the 229 cubic inch V6 yielding nearly 30 miles per gallon. How is that for economy in your hot rod?

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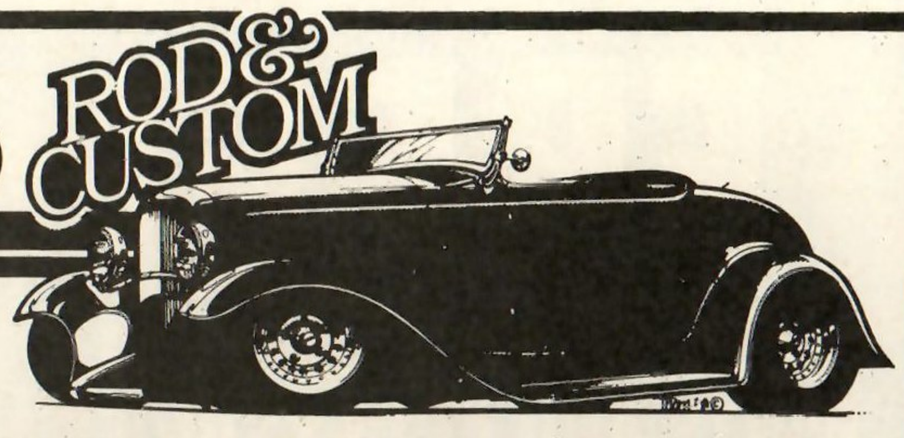

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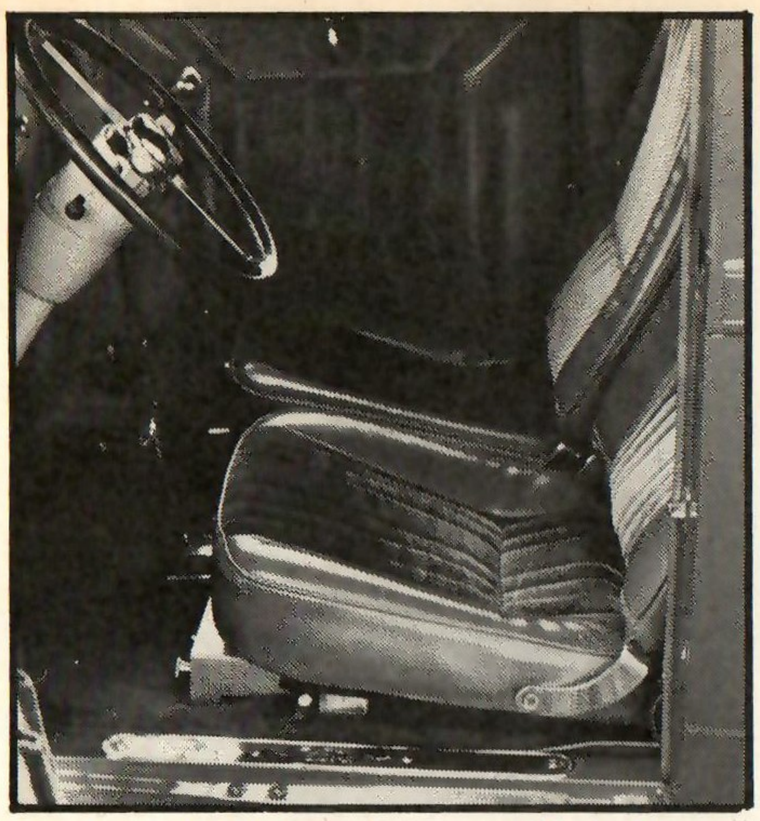
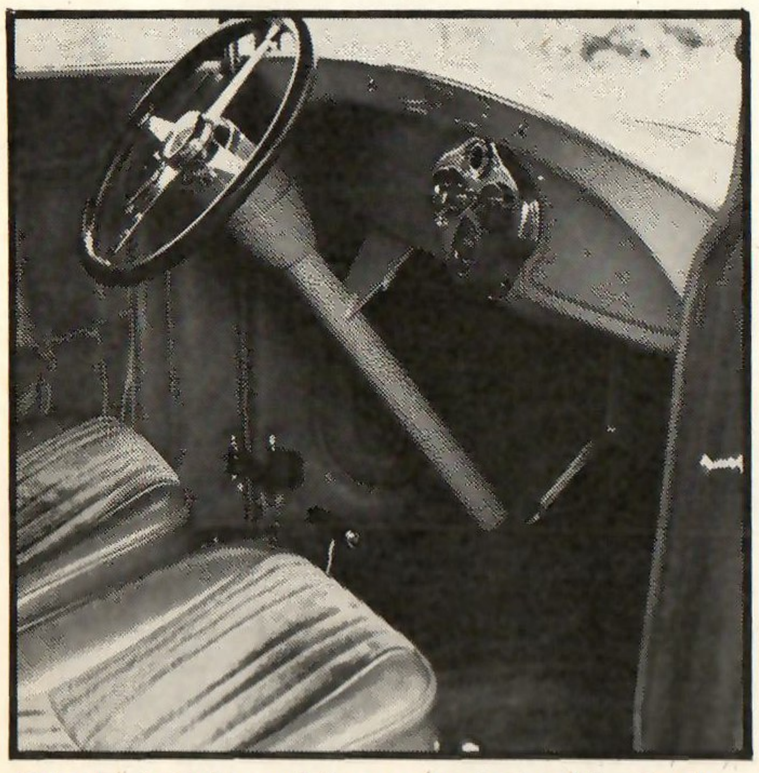
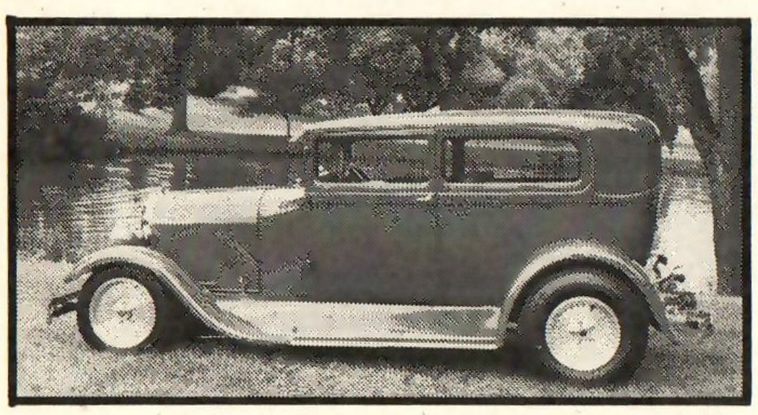


Corvette bucket seats are restitched in mohair and vinyl with tan coloring.



Stock dashboard is equipped with stock instruments and a touch of Stewart-Warner. The steering wheel is an old time Bell mounted to a General Motors tilt-column.



Side view graphically demonstrates the four and a half inches missing from the top. While the body and rear fenders are steel the fronts are fiberglass.

While there are many changes occurring to hot rods on a yearly basis one is sure to be here for a long time—the use of a V6 engine. Whether it be a Buick, Ford or in this case Chevrolet V6 it is a potent powerplant capable of pulling any hot rod down the road. It supplies plenty of power for driving performance, gives necessary economy for long distance driving and can be made to give both with reliability. The V6 is here to stay with hot rods whether you chop the top or not. RA

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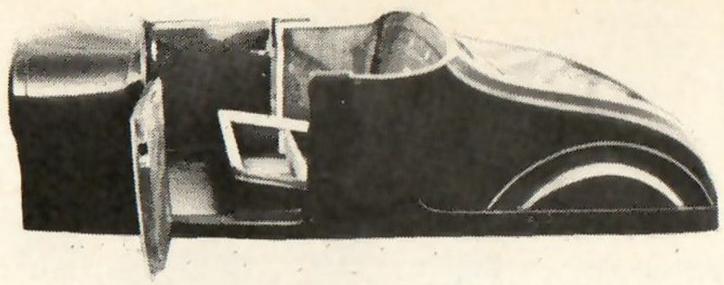

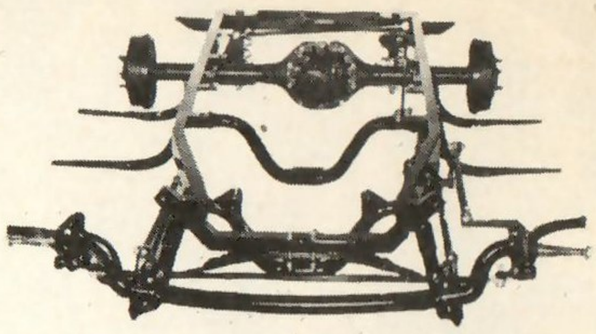

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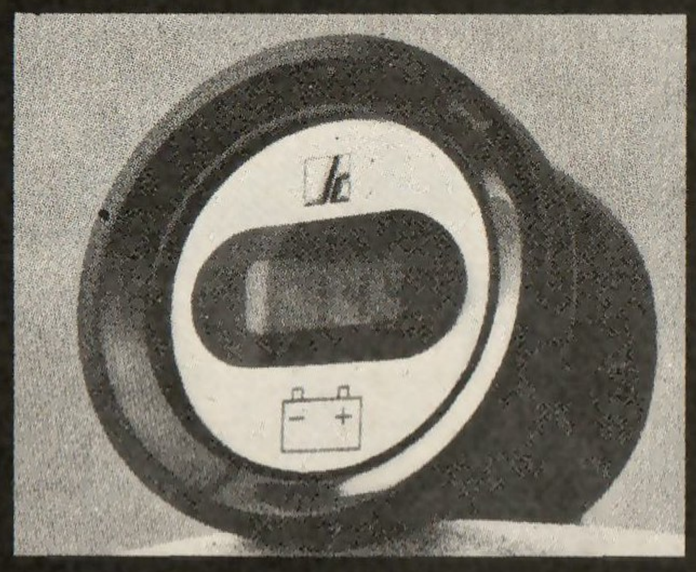

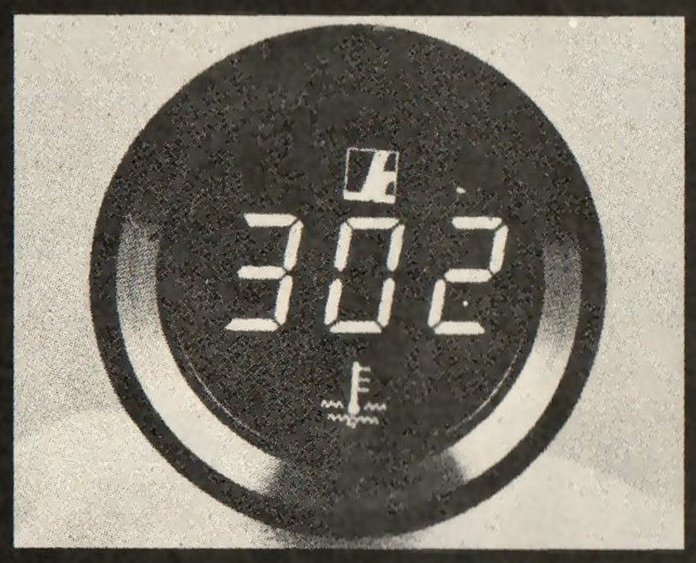

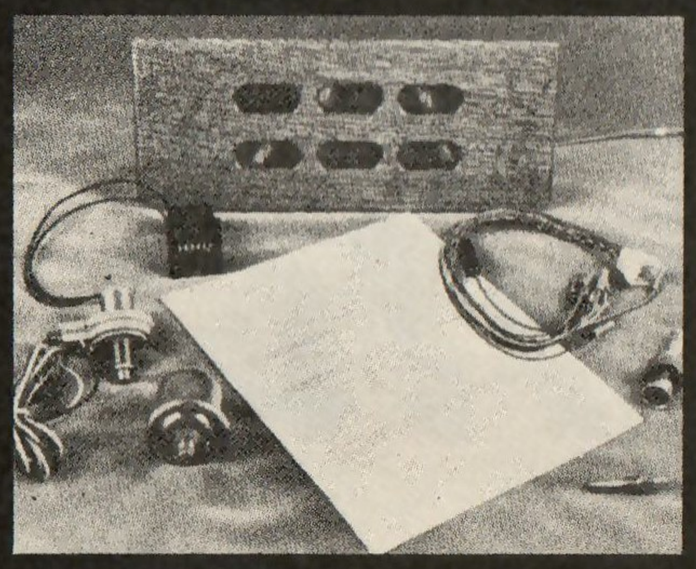

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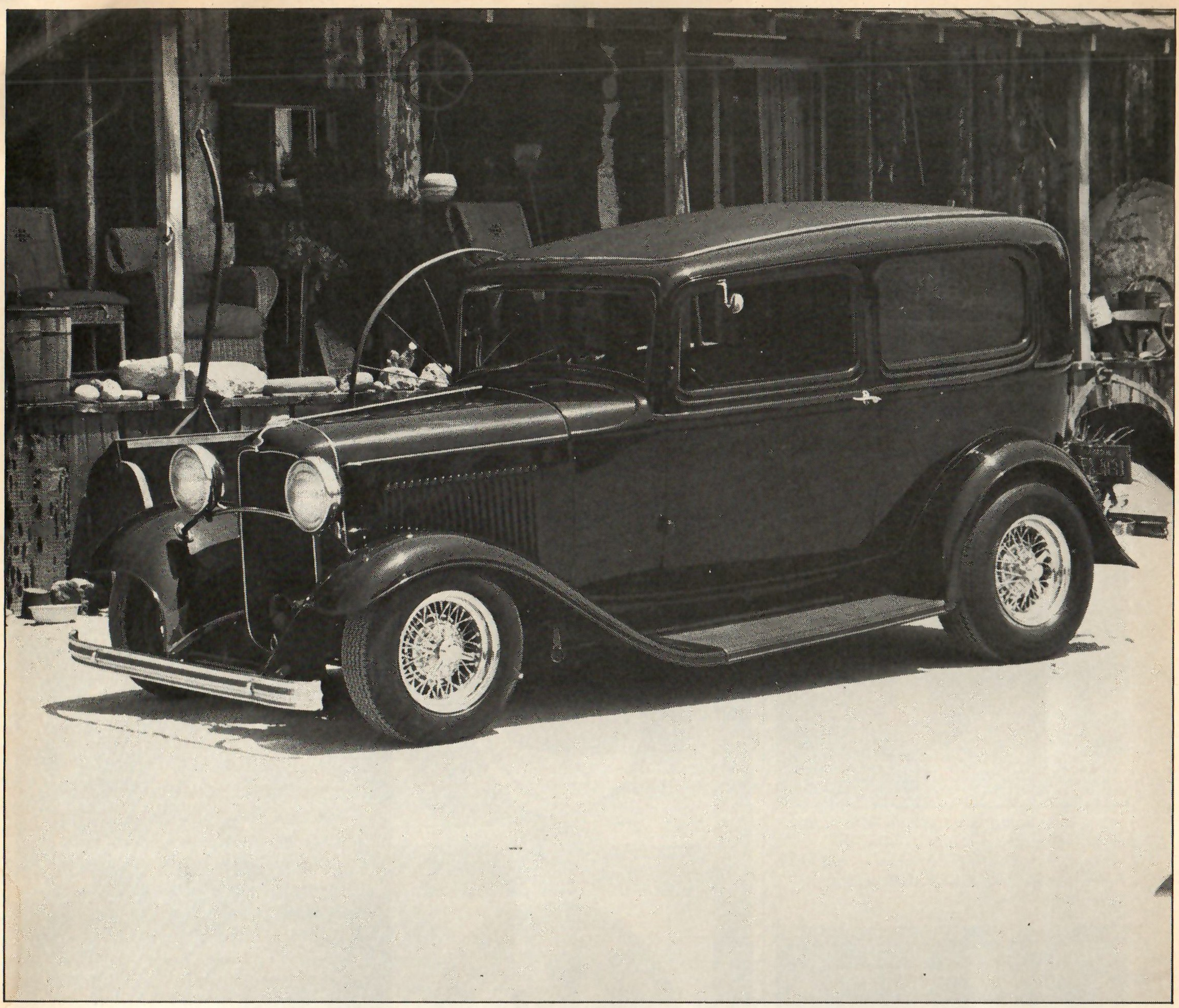
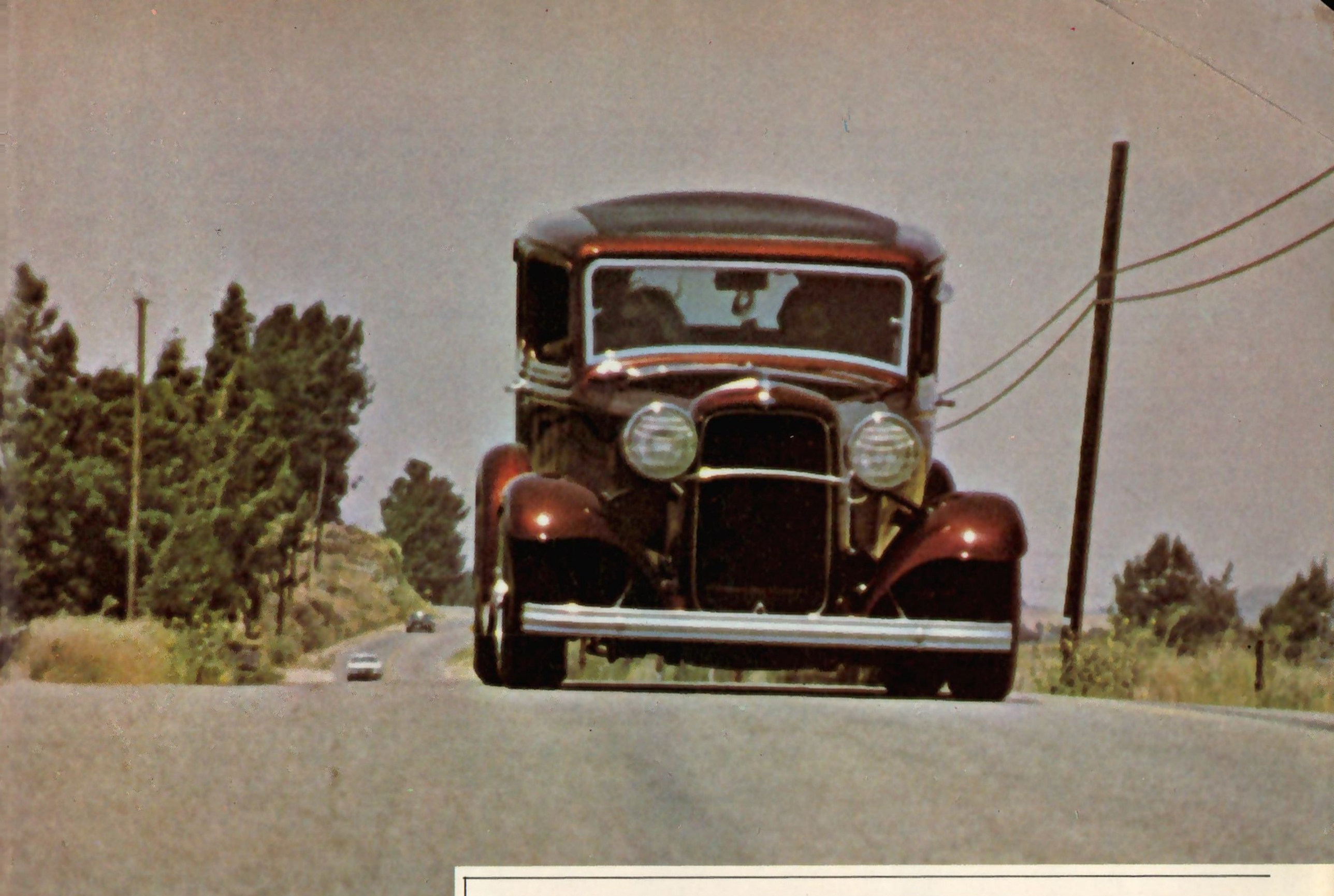


Clean '32 of Alsup is put together right and has that "just right" stance.

asphalt delight

When a paving contractor builds a road he makes sure it's worthy of his rod. by Chuck Coyne

Owner: Ray Alsup
Palm Springs, California
Photographer: Chuck Coyne



Ray Alsup is into the street scene; in a bigger way than most of us could ever hope to be. He makes them! A paving contractor from Palm Springs, California, Alsup makes his street rod money as the owner of an asphalt ribbon laying company that has built roads for street rodders all over the west. Since they are public roads, they have to be open for everyone, though we know Ray would prefer pre-'48s on "his" roads.

Someone involved in the building of roads should be expected to care about such things as how a car rides. Every mile of road he builds has to be road tested and Alsup has been known to put in a few miles of test driving behind the wheel of his colorful '32 Ford Sedan. *Rod Action*

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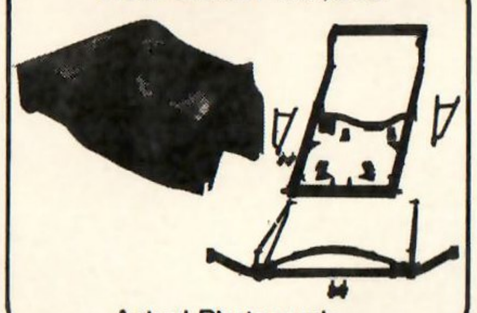

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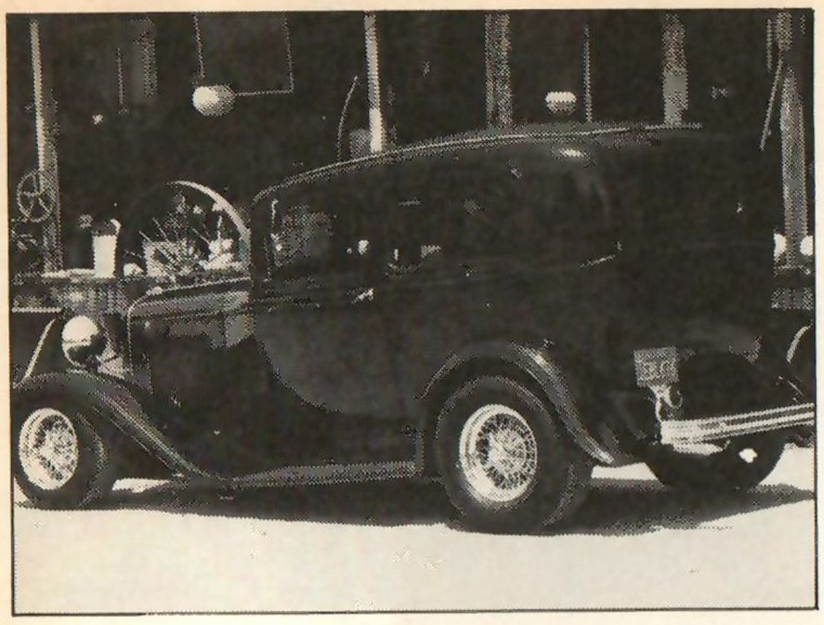
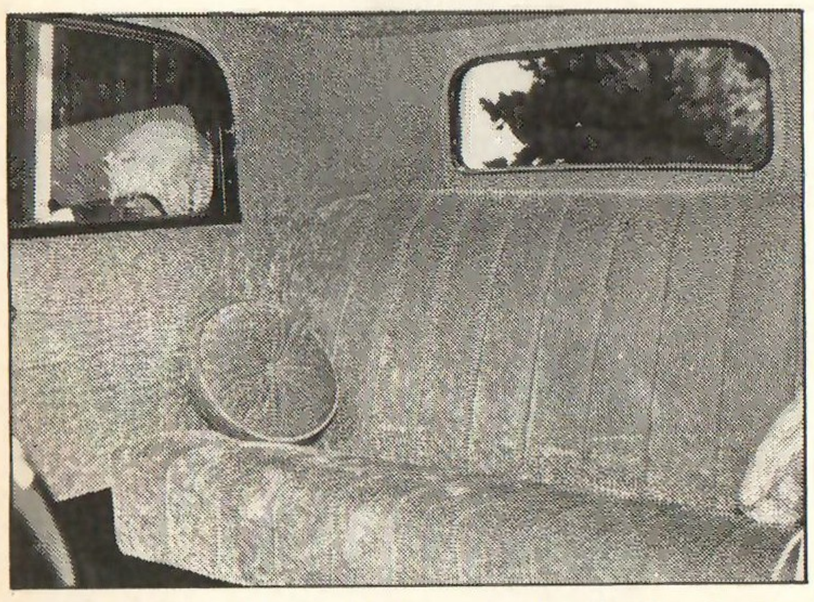


Michelin tires are mounted on Tru-Spoke wheels, 14's in front and 15's in back.



Good looking interior was by Cathedral Canyon RV Interiors.

Steering column is out of a '68 Chrysler with tilt and telescope feature.

has checked out the ride in this vintage tin and we know Alsup has got to be smilin' when he's toolin' down a brand new stretch of road that came out just right.

Alsup started on this project with a rolling frame bought from the Deuce Factory. The chassis is equipped with a Super Bell tube axle and disc brakes with Deuce Factory four-link holding the front and rear axles in place. Rear axle ratio is 3.70 Ford, steering is through a '68 Chrysler tele-tilt column coupled to a Mustang steering box.

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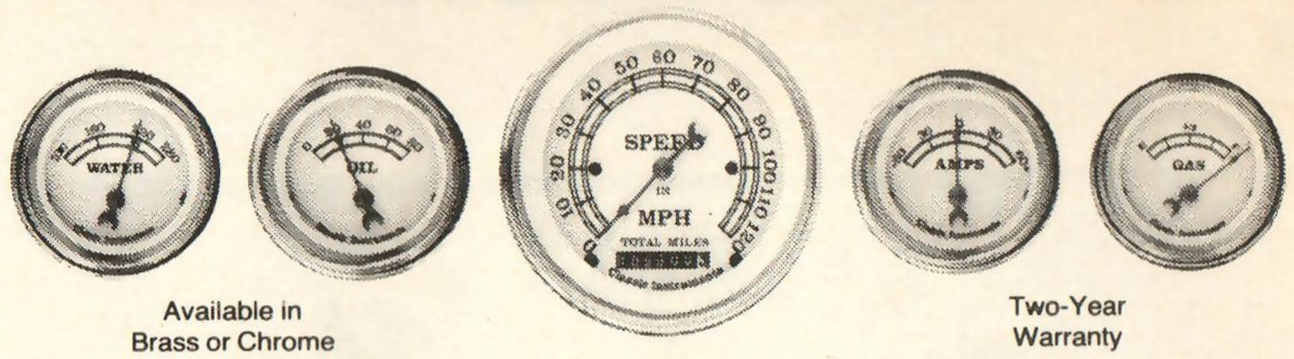

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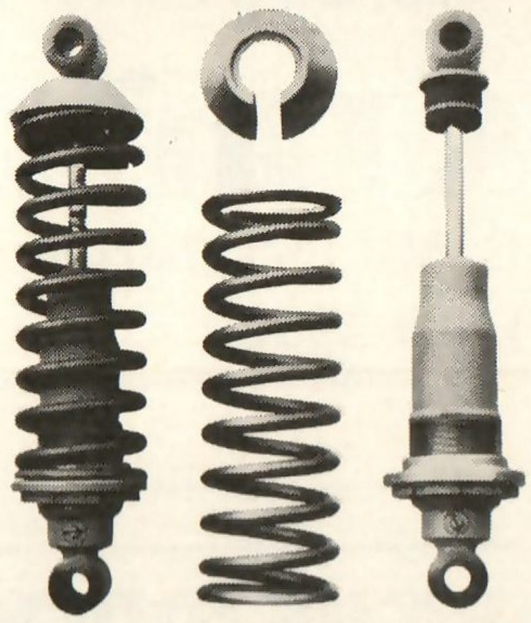

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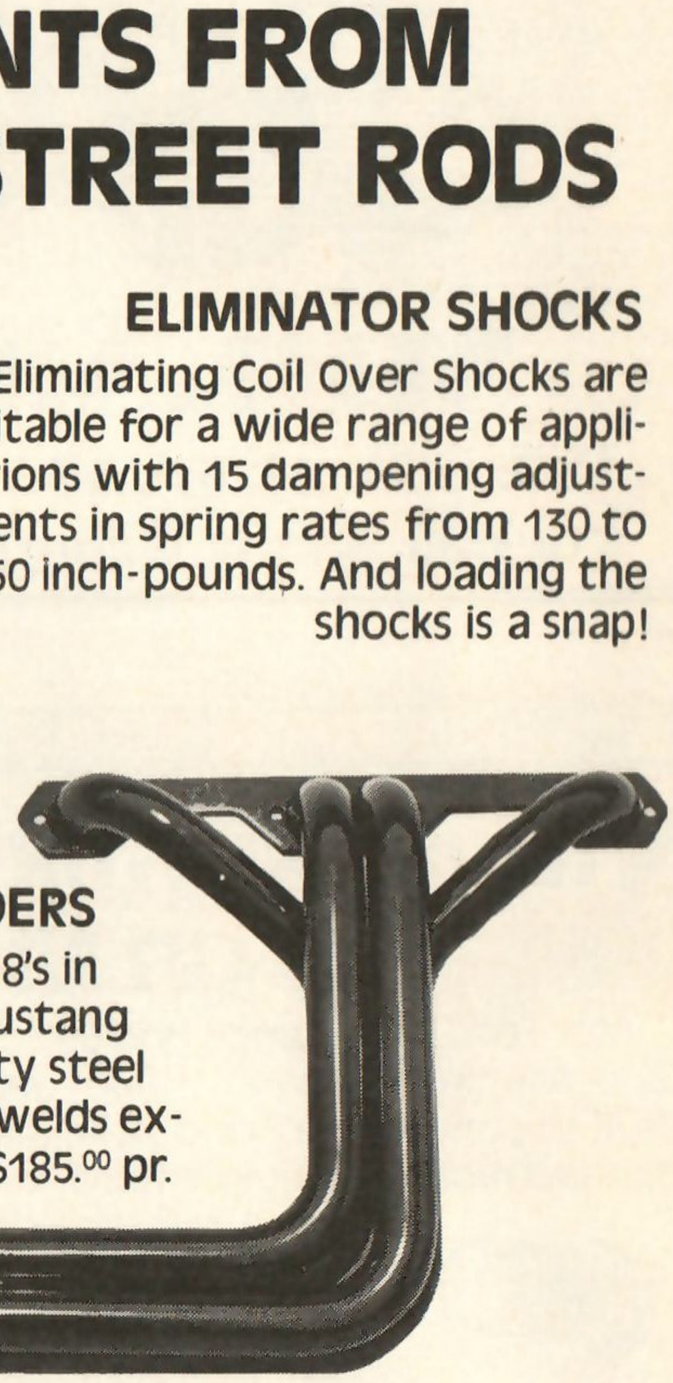

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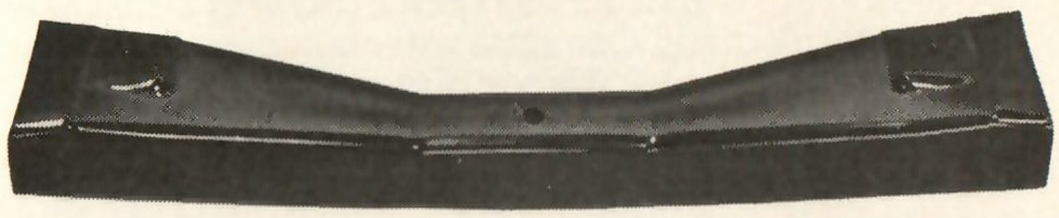

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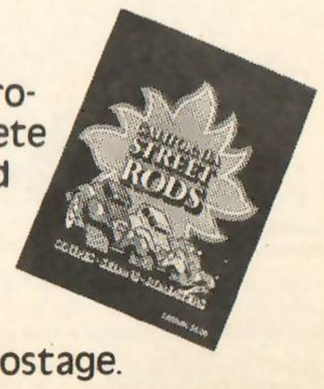

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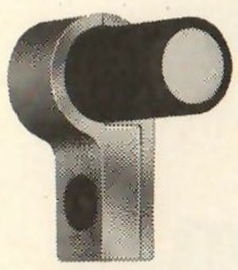

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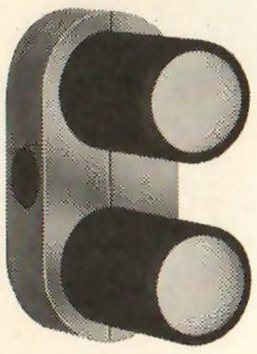

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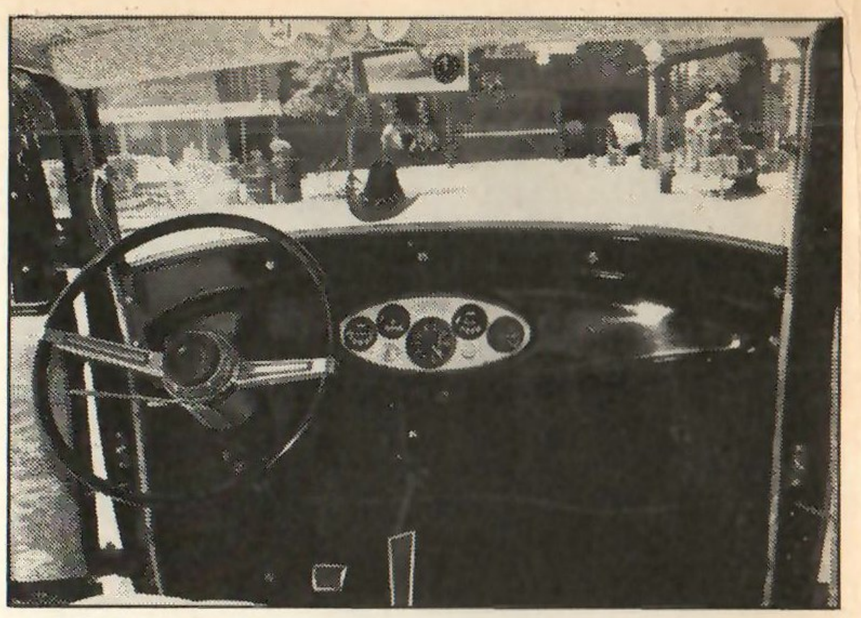
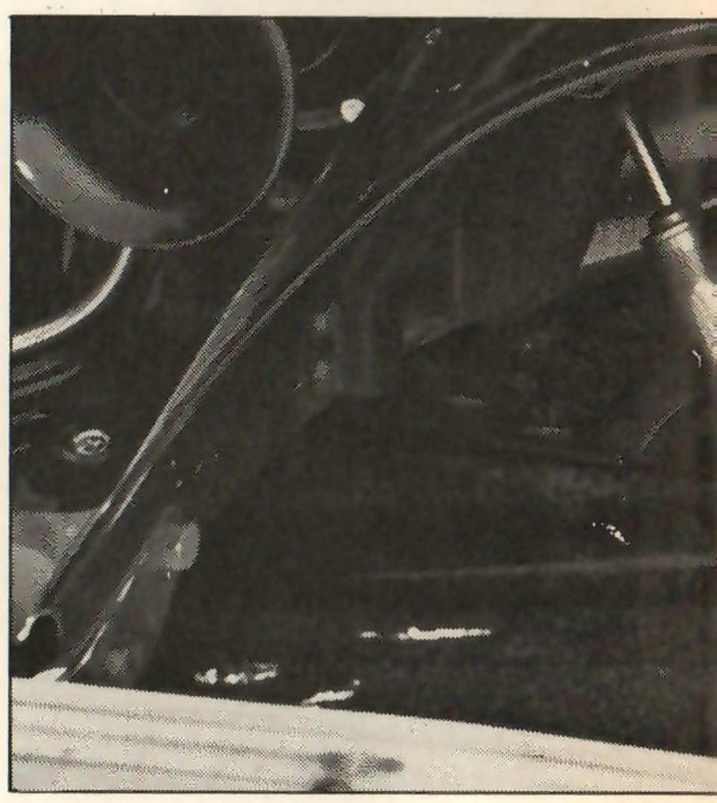
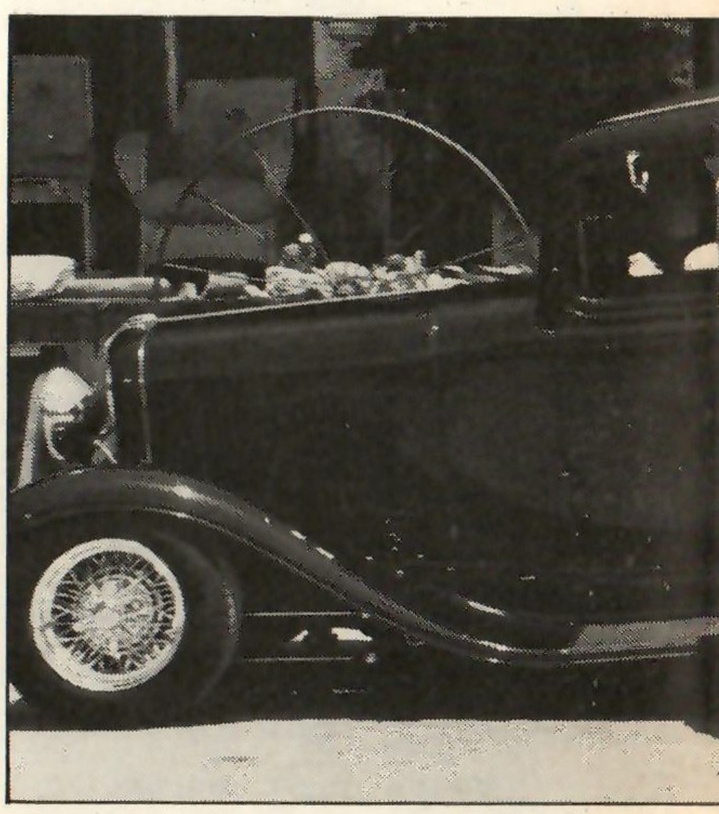


A set of Stewart-Warner gauges keeps everything monitored.



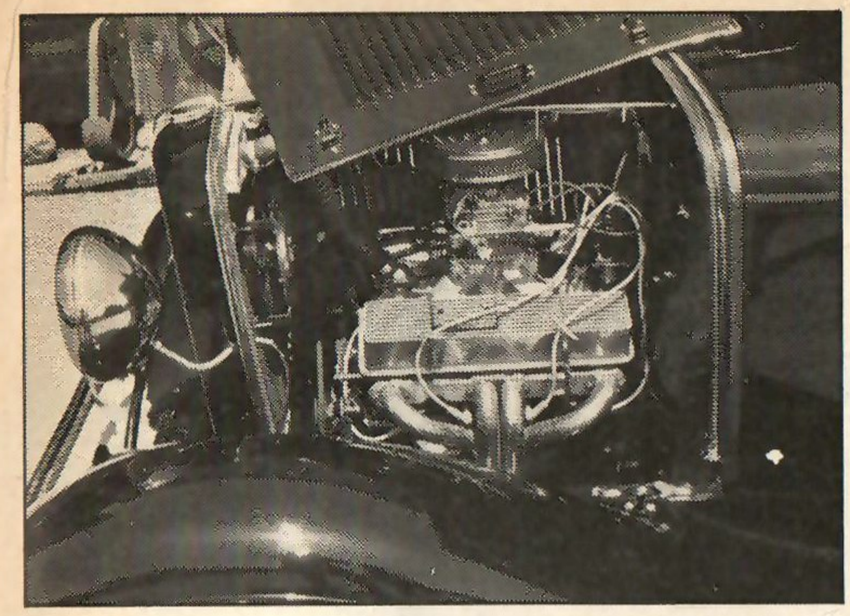
Super Bell axle and brakes make up the plenty strong front axle assembly.



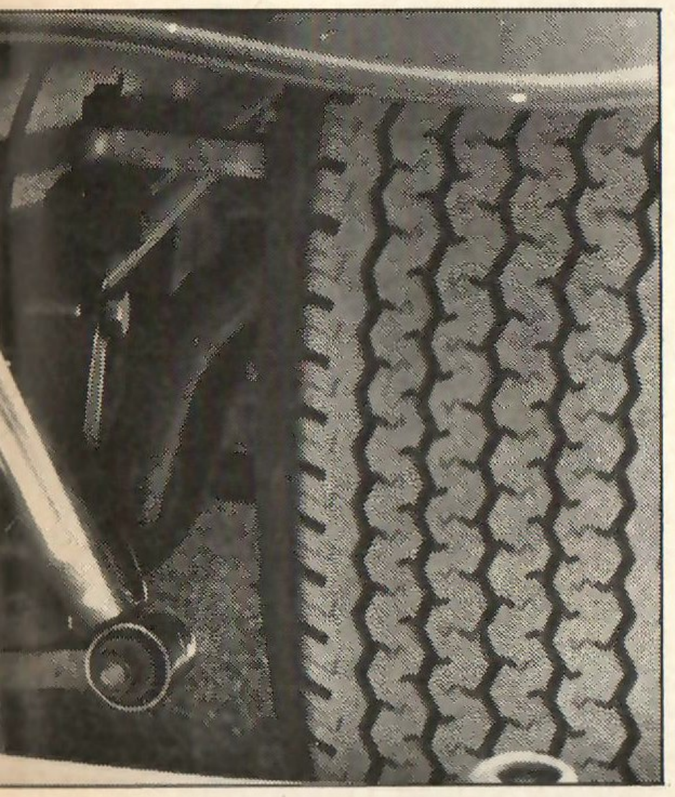
Alsup and his patient wife Rosanne stand beside the good lookin' '32. That shiny paint job is by Steve Gronas at Steves Trick Paint in Fullerton, California.

Enginewise, Alsup started with a 350 Chevy. Inside he slipped a 5/8 inch stroker crank, TRW pistons, a Carter 650 cfm four-barrel, a Weiand manifold and a Crane cam. Sounds like he wants to burn the roads as well as build them! This tough powerplant is backed by a 350 Turbo transmission.

Since Alsup spends his working hours dealing with black asphalt, he decided he wanted a bright color for his '32. He got just that from



Engine is a warmed-up Chevy 350 with Carter carb, Crane cam, and Weiand manifold.



Steve Gronas at Steve's Trick Paint in Fullerton, California. Termed as a "Candy Dago Red." Steve also included some subtle flames on the hood and fenders. This is an impressive paint job and has to be seen to be appreciated.

Taken as a whole, this is a neat driver of a car. You can bet that when Alsup and his wife, Rosane, take to the roads of Southern Cal, they are riding in style on roads built with care. RA

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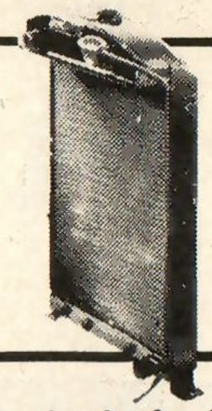

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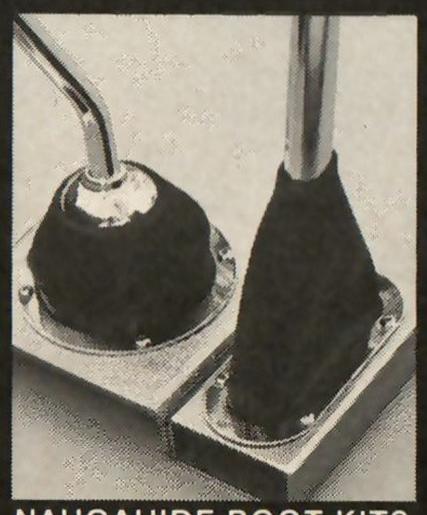

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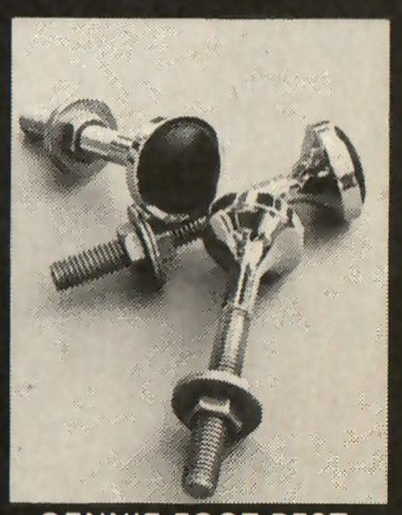

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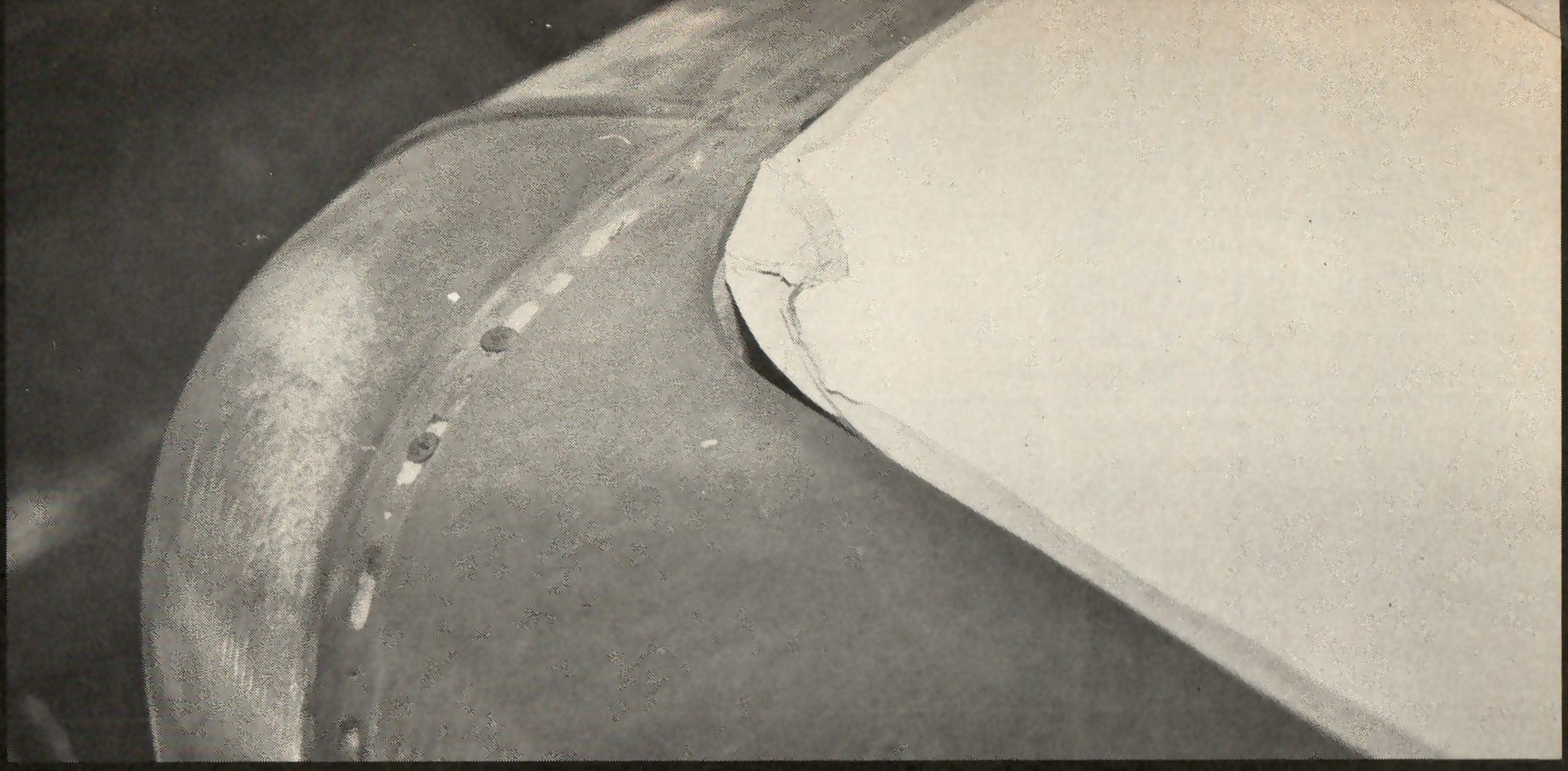
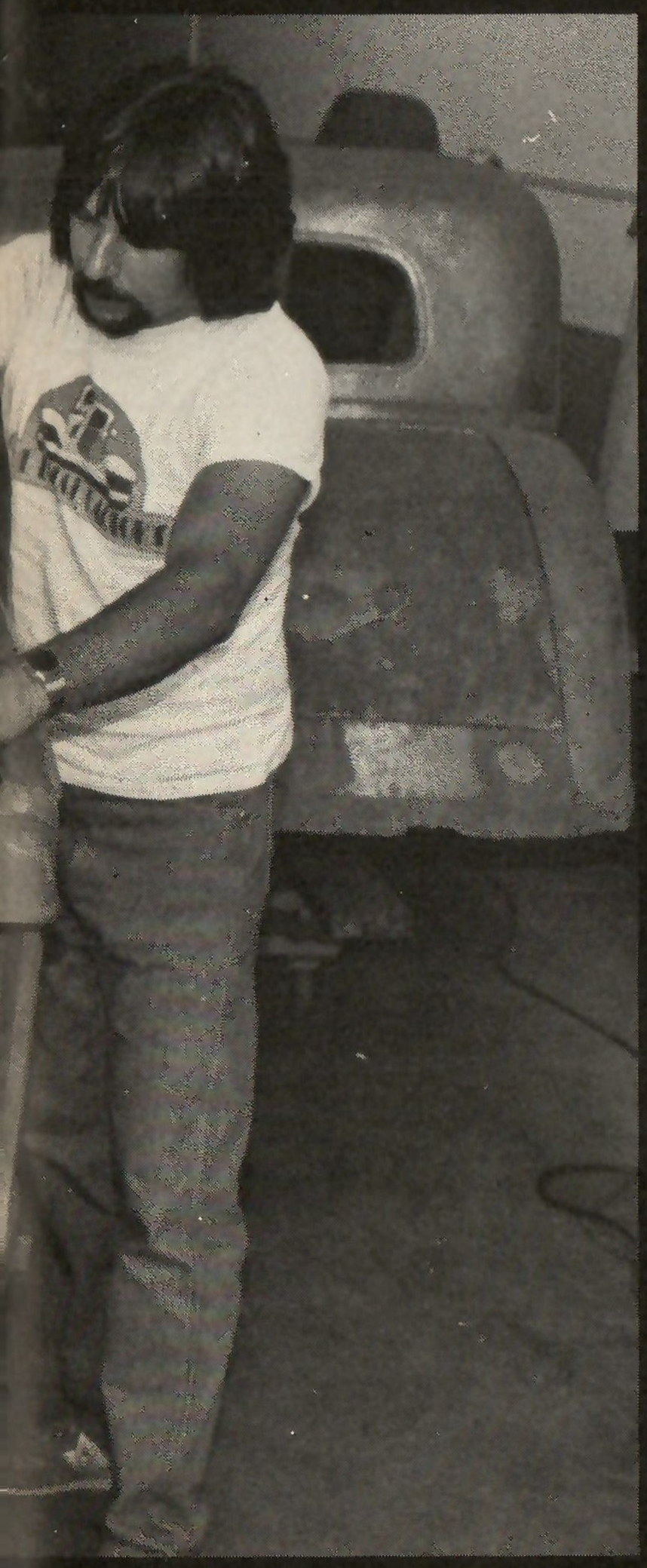
FILL A ROOF

Using a Model A coupe as a demonstration here are the necessary tips on filling a roof.

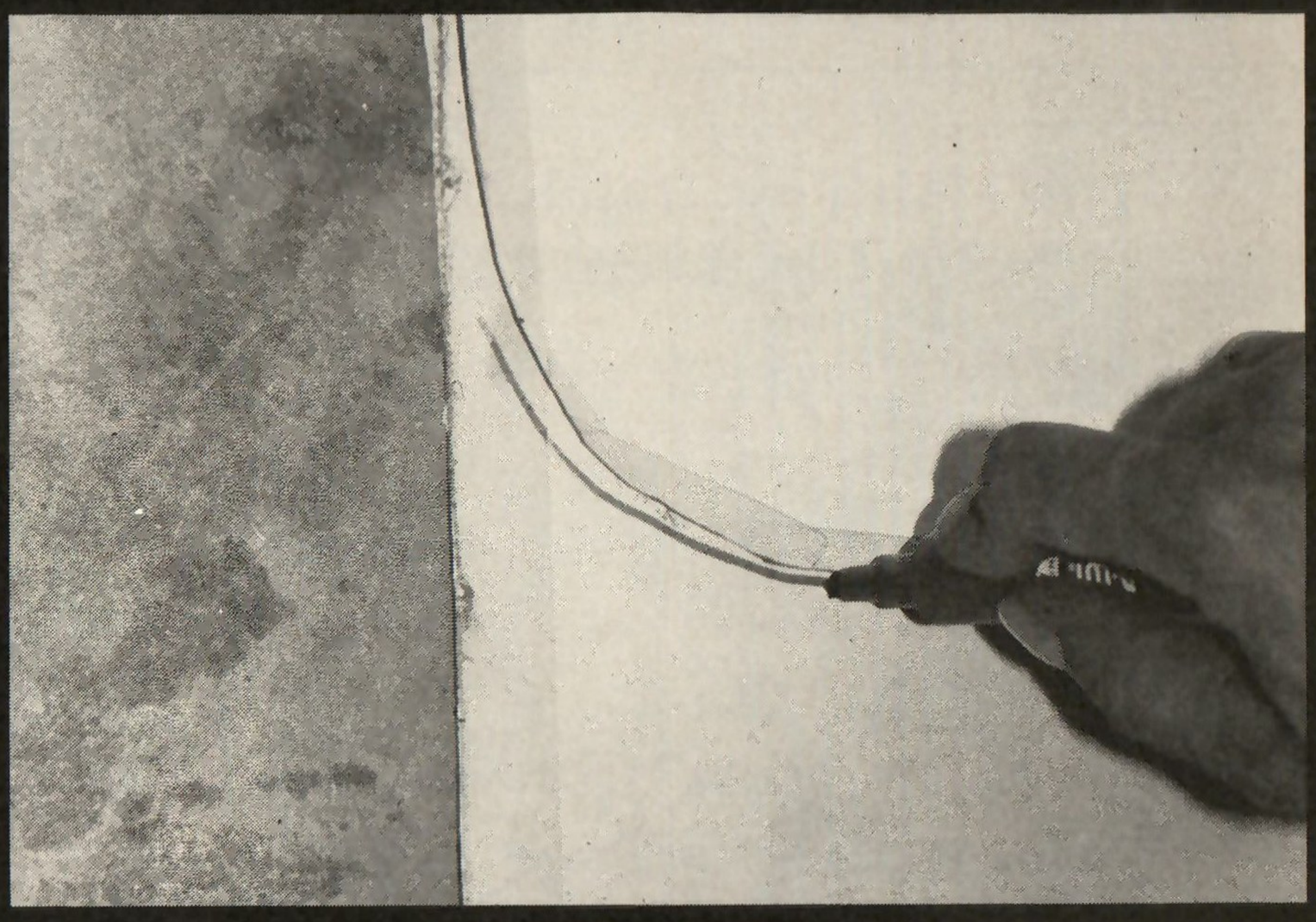
by Chuck Coyne



First step in roof filling is making a cardboard template of the area to be filled.



The template is then traced onto the sheetmetal.



Filling the roof panel is a common job many of us face in building rods. It is a job that can be performed with good success by almost anyone with the right tools and attitude. One of the biggest helps toolwise is knowledge and for that we went to Steve Gronas at Steve's Trick Paint (2584 Fender, Unit H, Fullerton, CA 92631, 714-680-4171).

Another tool needed is a welder. This can be gas or electric, if electric, wire feed is best. Steve used an HTP MAXI MIG. Other tools needed are garden variety body working tools such as lead, paddles, gas torch for heating lead during application, and files.

First step in top filling was the making of a cardboard template of the existing hole in roof. This is easily done with an assistant holding the cardboard in place while you draw a line along the outside of the opening. The template is then laid on the sheetmetal that is going to become a part of the car. The outline of this template is traced and it is cutting time. Hand-held tinshears could be used for this pro-

cedure but the electric powered job that Steve used sure looked easy.

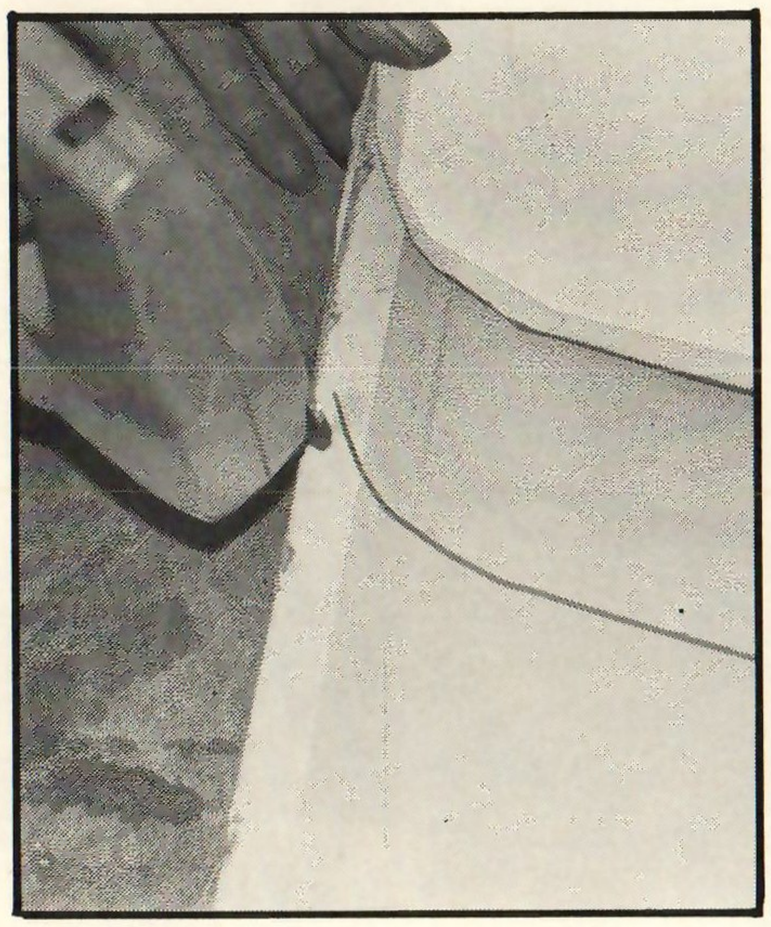
Spot welding was next. This step was made a bit easier by the HTP mig welder since it has a spot weld setting which automatically puts out the right amount of wire, gas and juice for the correct amount of time. All you have to do is pull the trigger. Quick spot welds have a great advantage over gas welding. No matter how good a gas welder one may be, distortion is going to occur. This translates into more work once the top is welded into place; leading, filler, or hammering the warpage away.

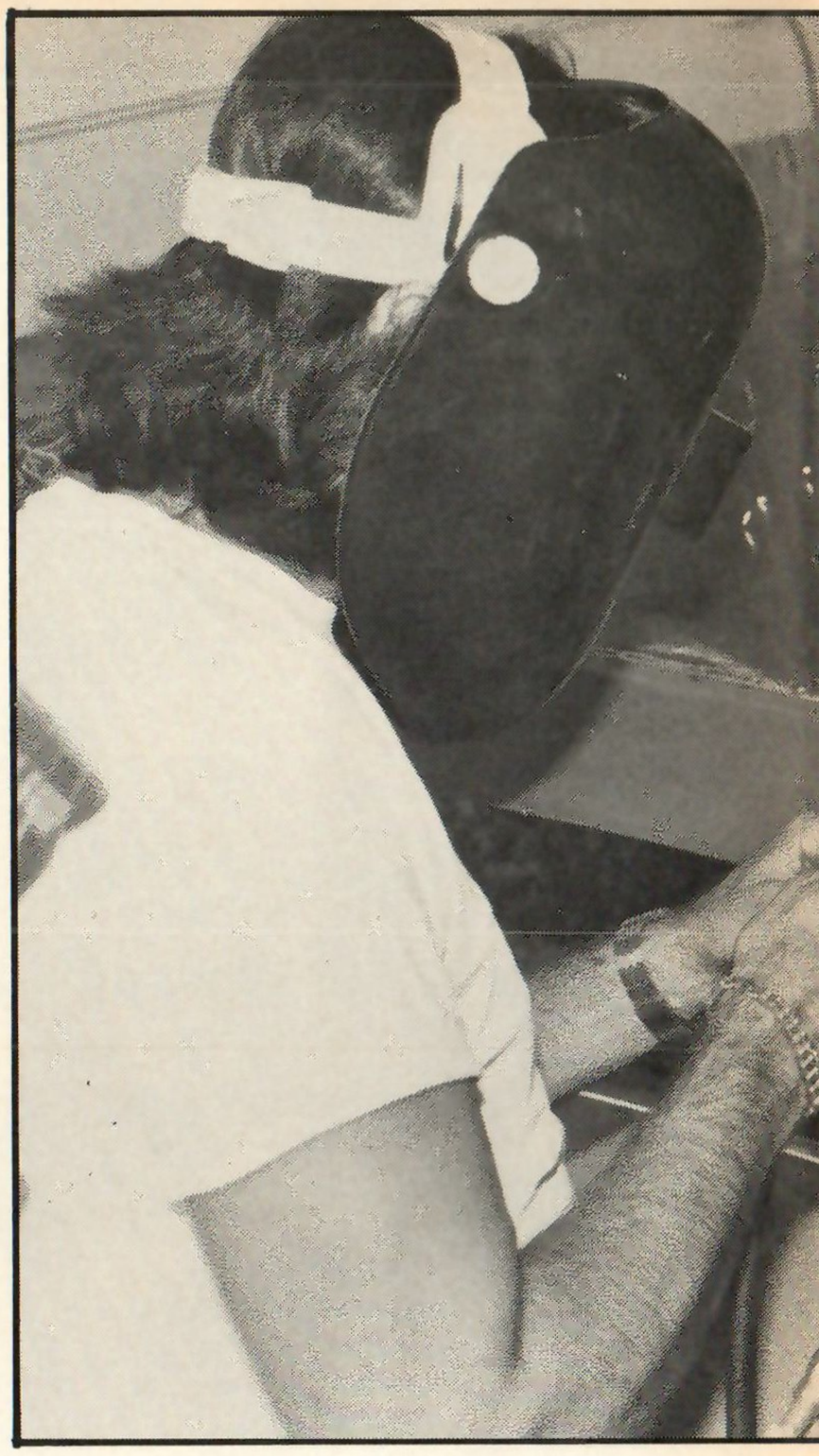
With the new sheet metal carefully clamped into a level position, the spot welding went on as just described. Steve skipped from one side to the other side; another step taken to avoid the horrors of warpage.

Once the new roof section was securely spot welded and would never ever move again, it was lead time. After the welds were ground flush with the panels, an area about five inches on both sides of the seam were ground clean. This is the

The panel was then clamped into place and spot welded with the HIP MINI MIG welder. A gas welding unit could be used but extreme care must be taken to avoid warping the panel.

An electric shear for cutting the new roof panel or a hand operated type can be used.





After the whole panel was spot welded into position the welds were ground smooth and preparations for leading commenced. The area on both sides of the seam were ground clean, tinned with tinning butter; in the foreground it is heated and wiped till shined with steel wool.

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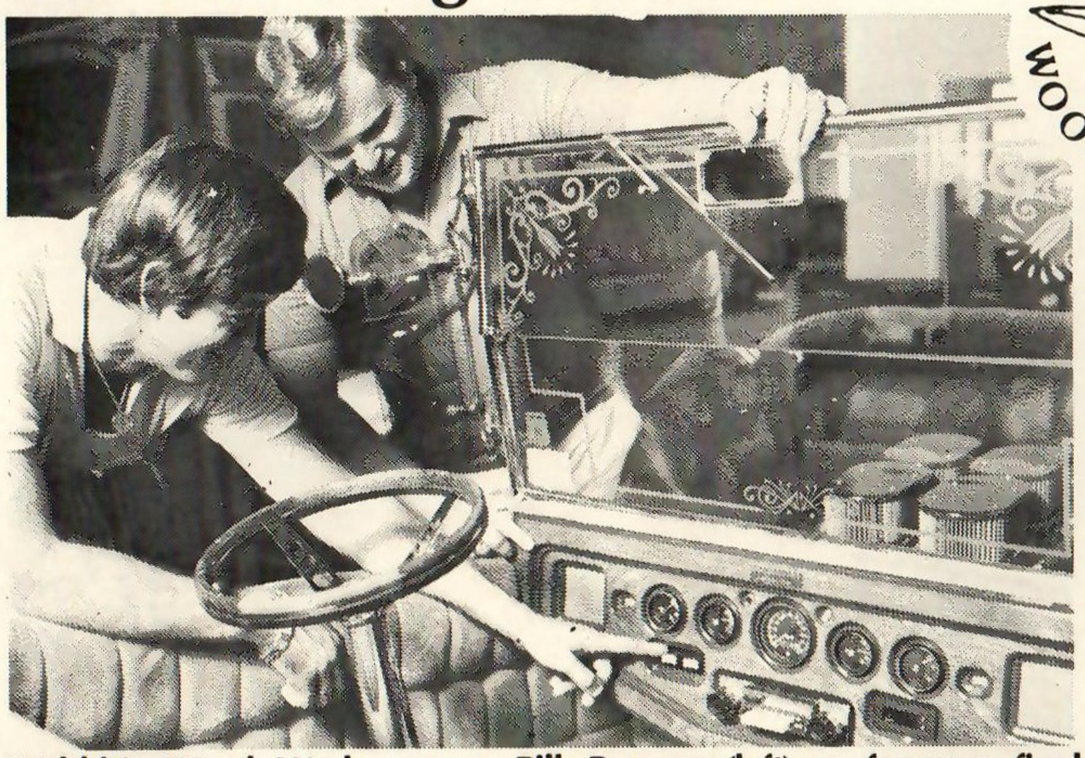

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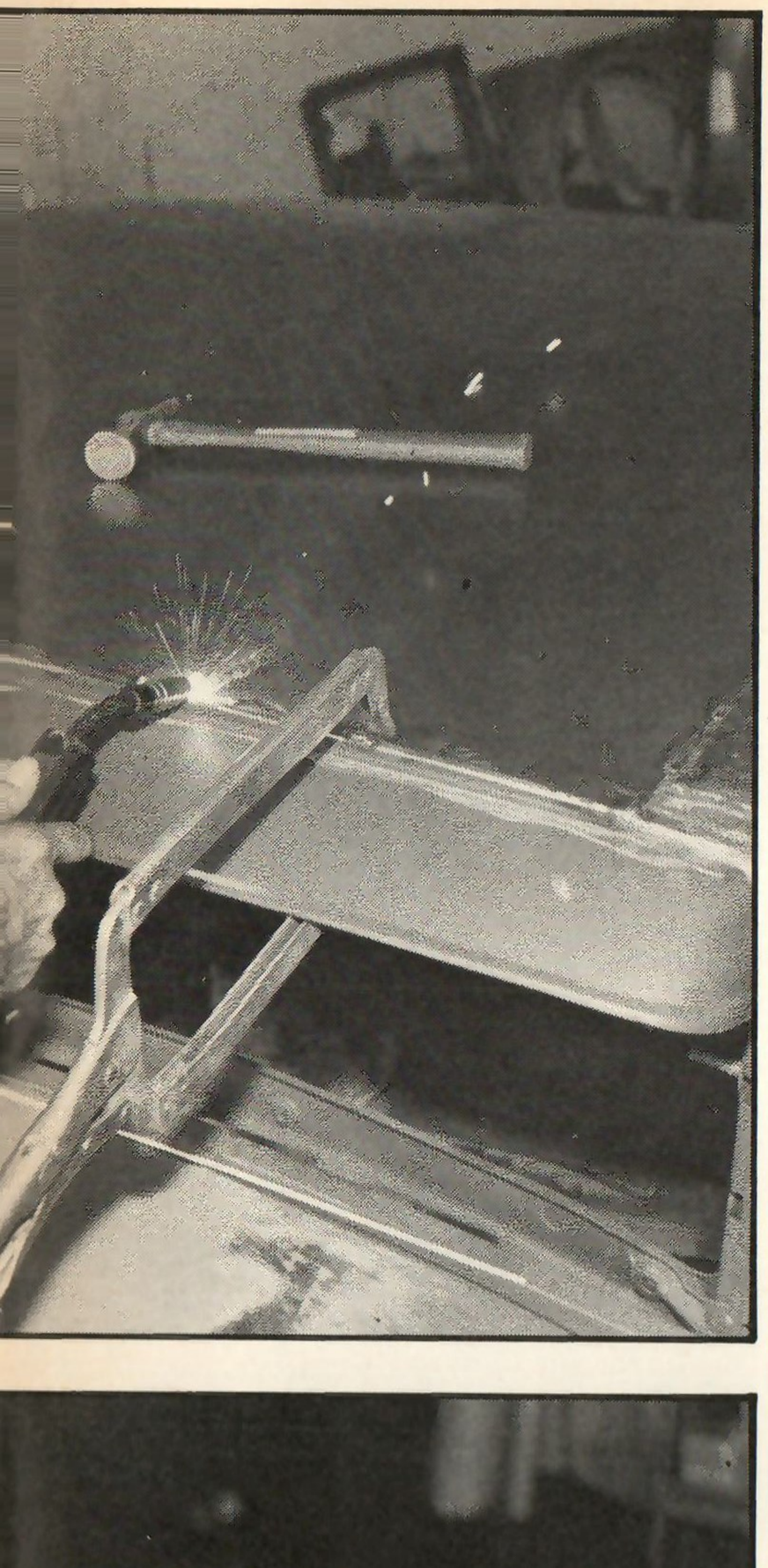

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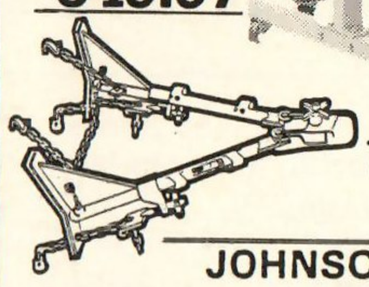

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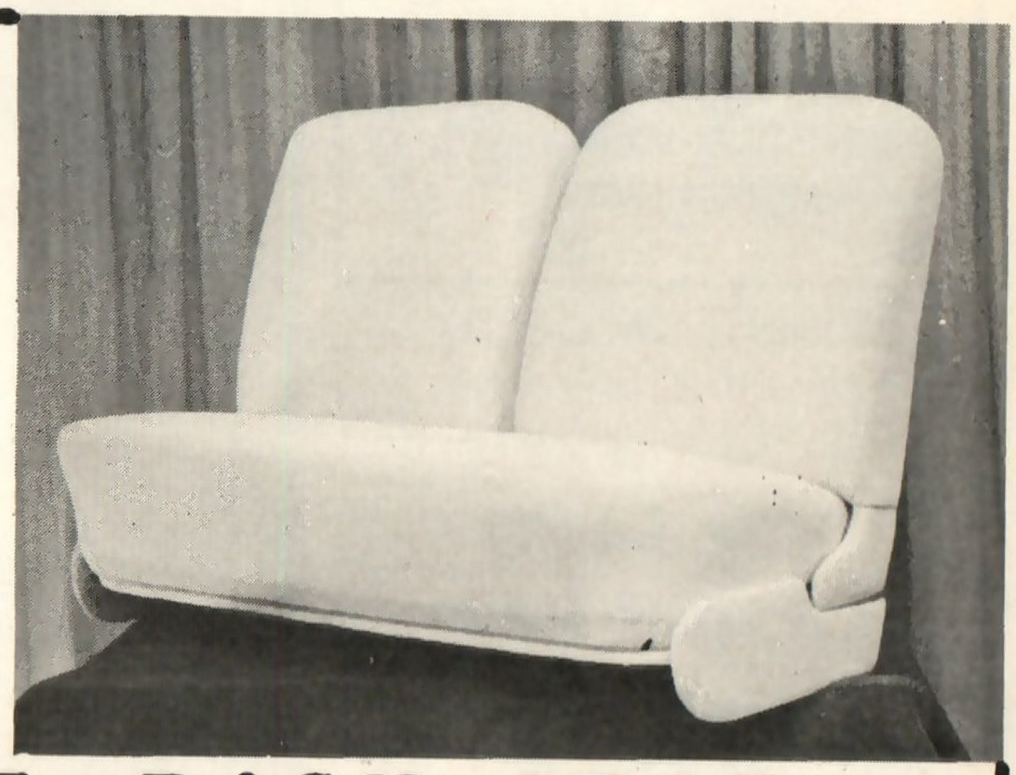

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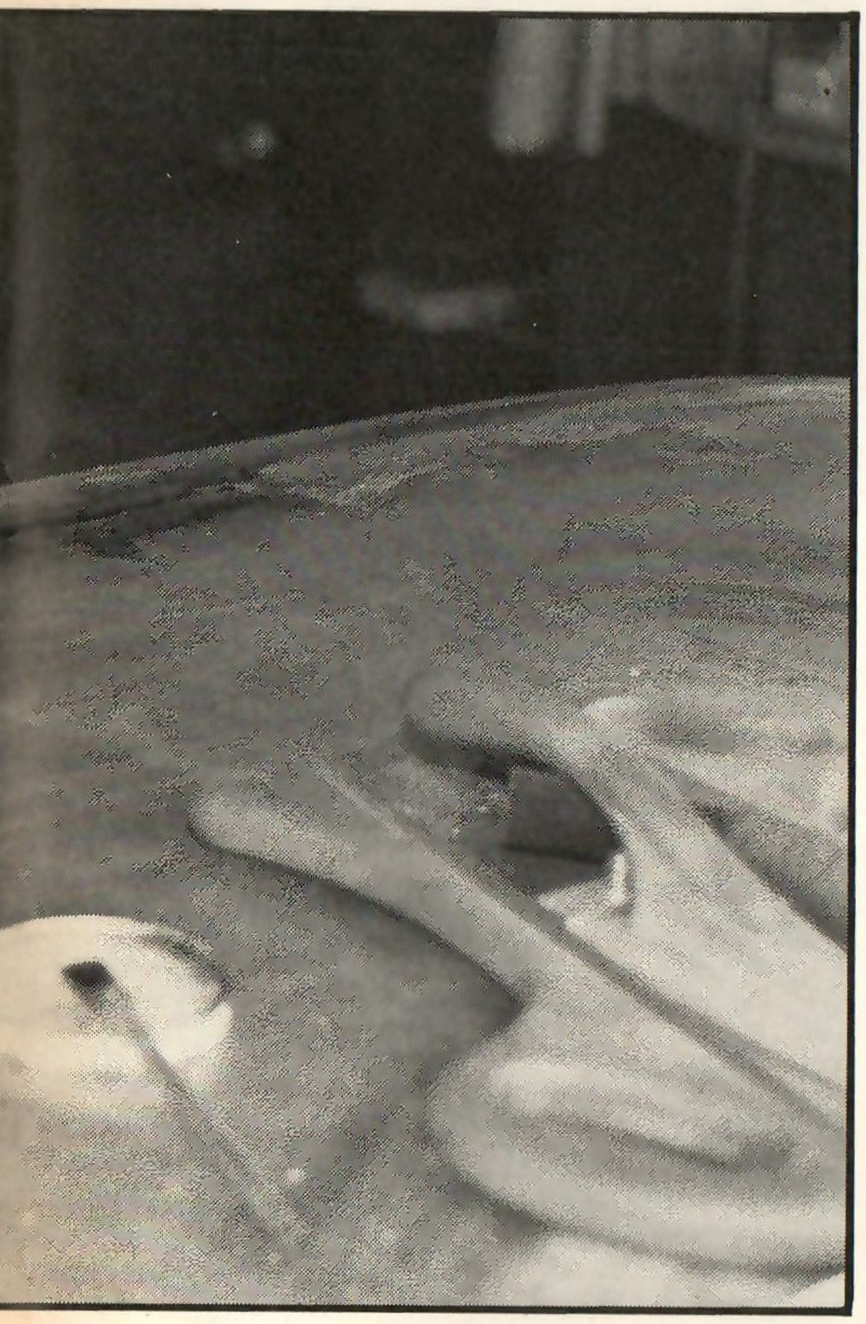

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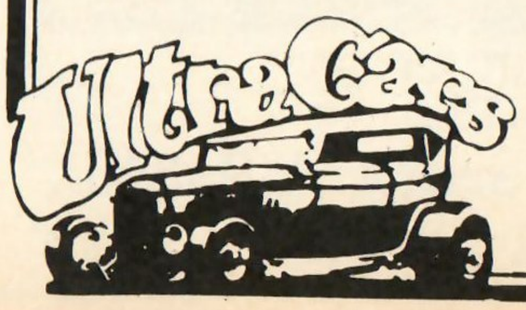

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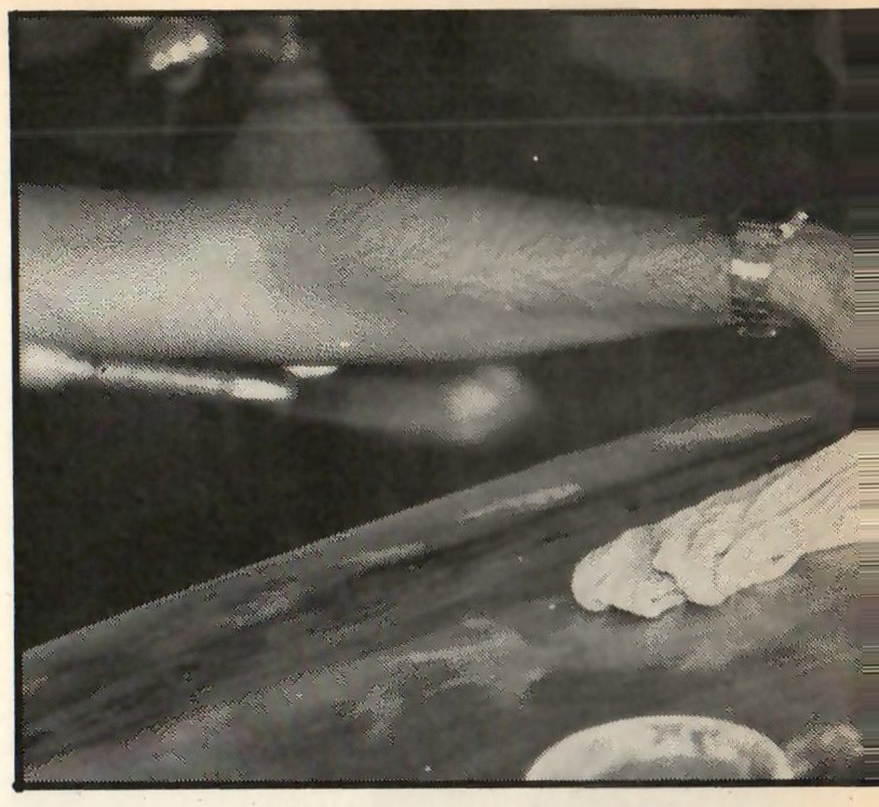
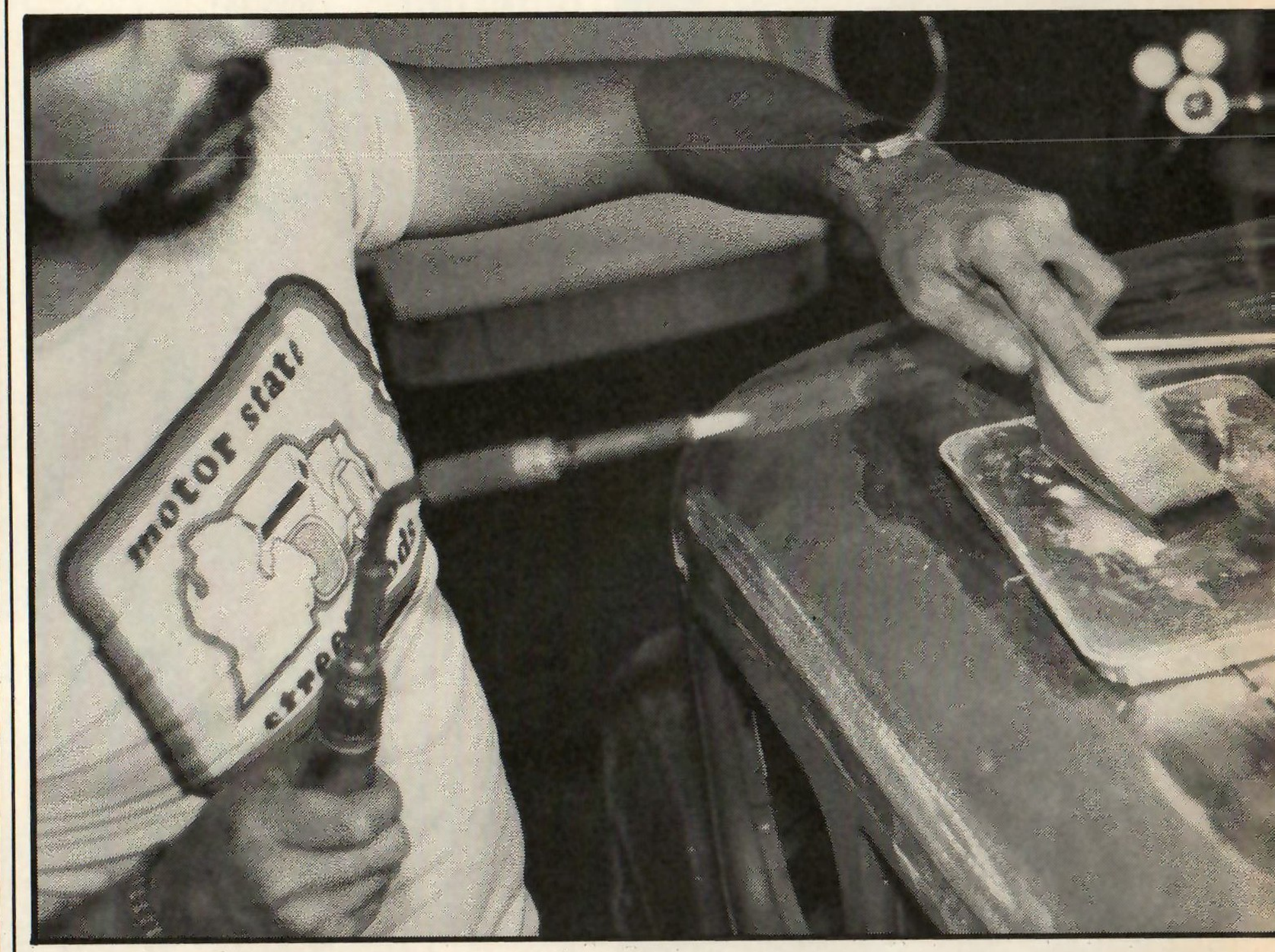
area where the lead is applied, and as any good lead worker knows, it's gotta be clean.

Tinning the area was accomplished with Knowlands Tinning Butter. The area to be tinned was brushed with butter, heated with a gas torch fitted with a special lead working tip, then wiped clean and steel wool-



A wet towel was placed over the panel before lead was applied to keep metal cool; preventing warpage.

The wax was warmed to a melt with a torch then applied to lead paddle.



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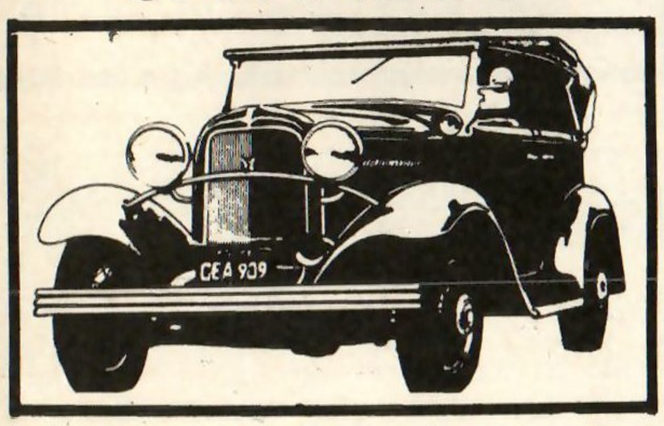

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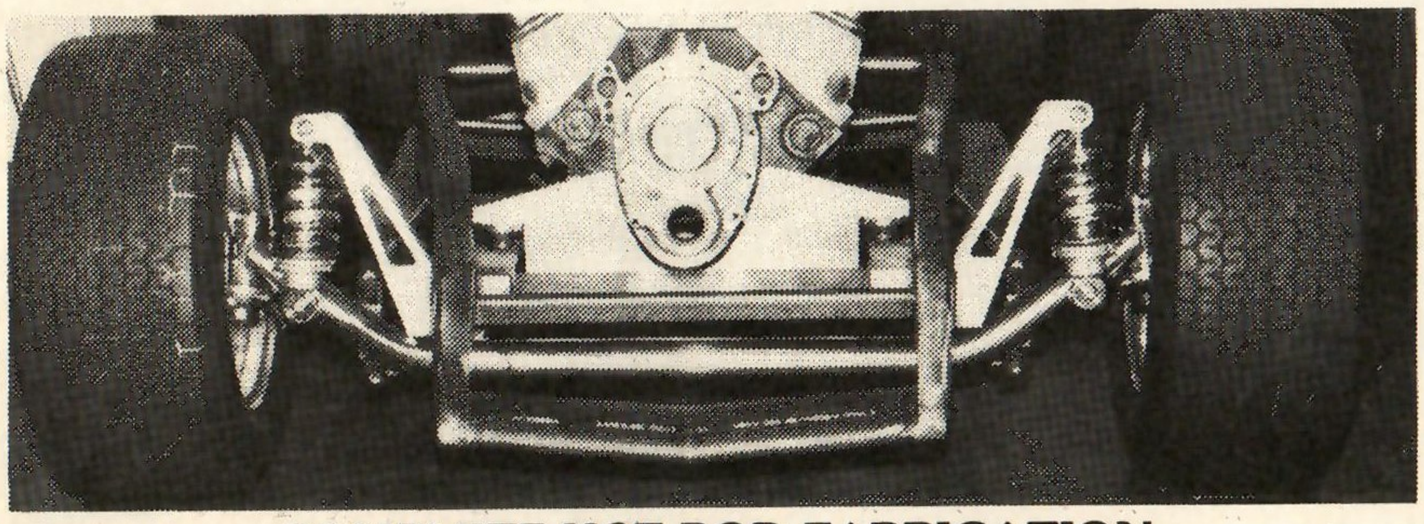

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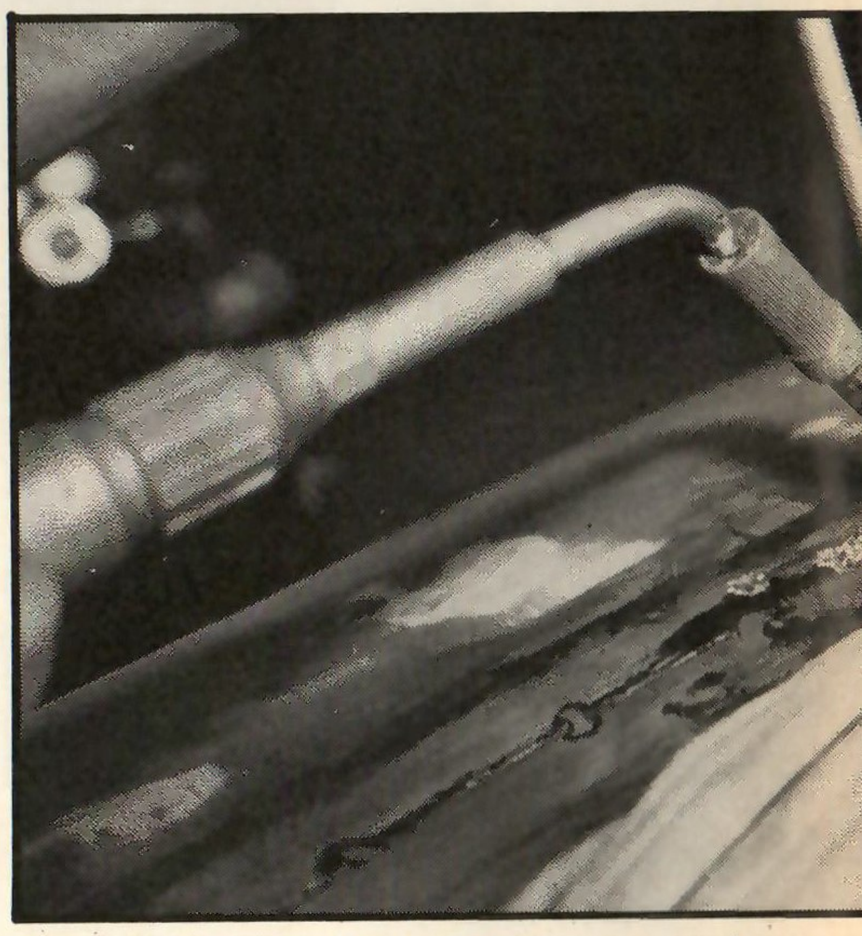
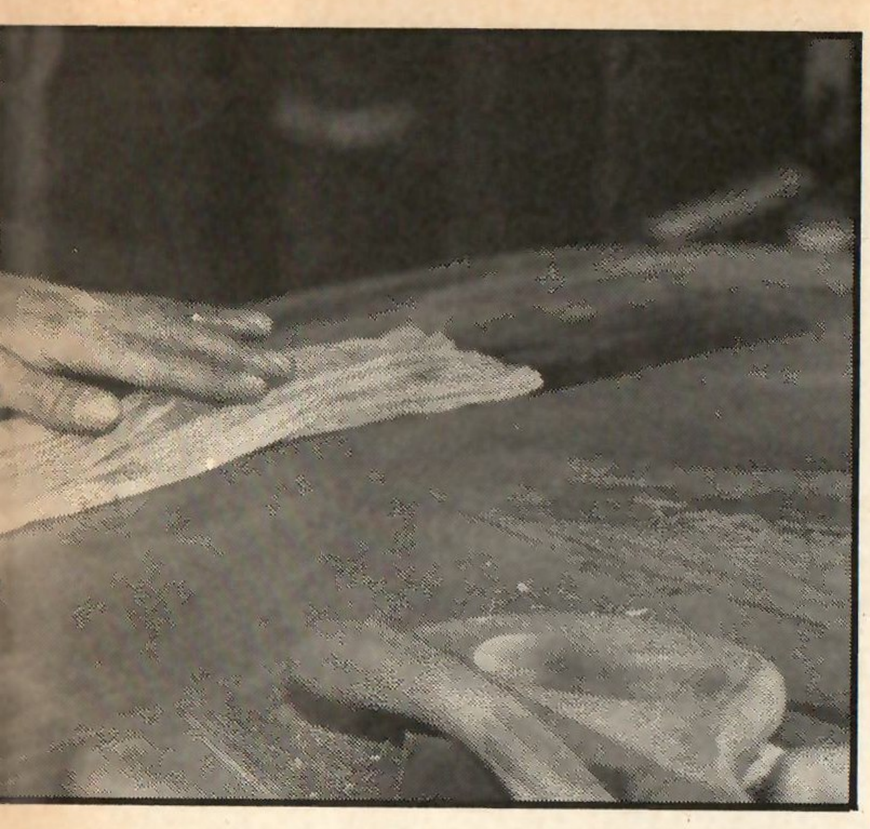


Carefully working the heat between panel and 30/70 lead bar, lead was applied to the panel. Small sections of roof were leaded at a time to minimize warpage.



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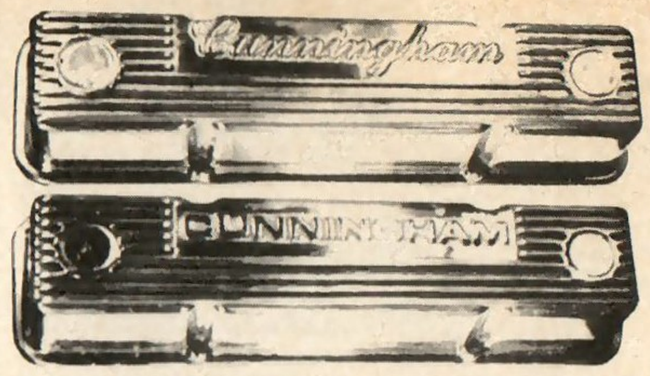

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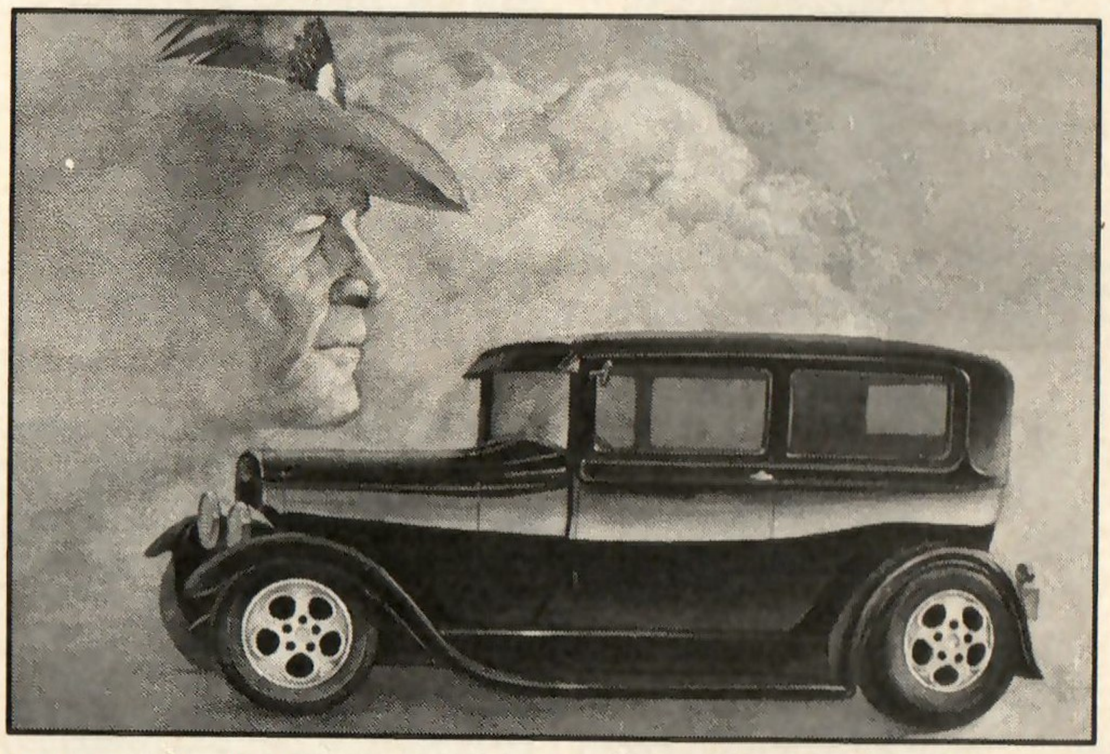

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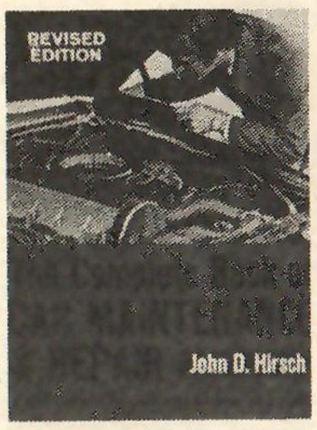

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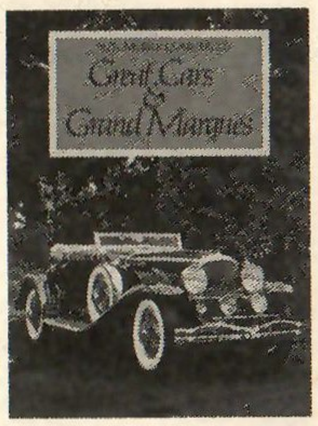

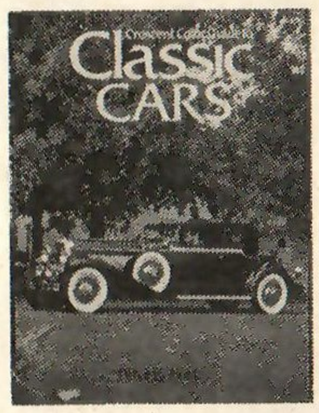

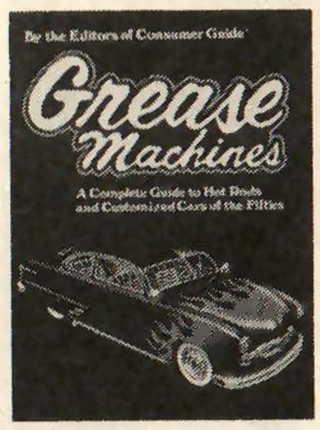

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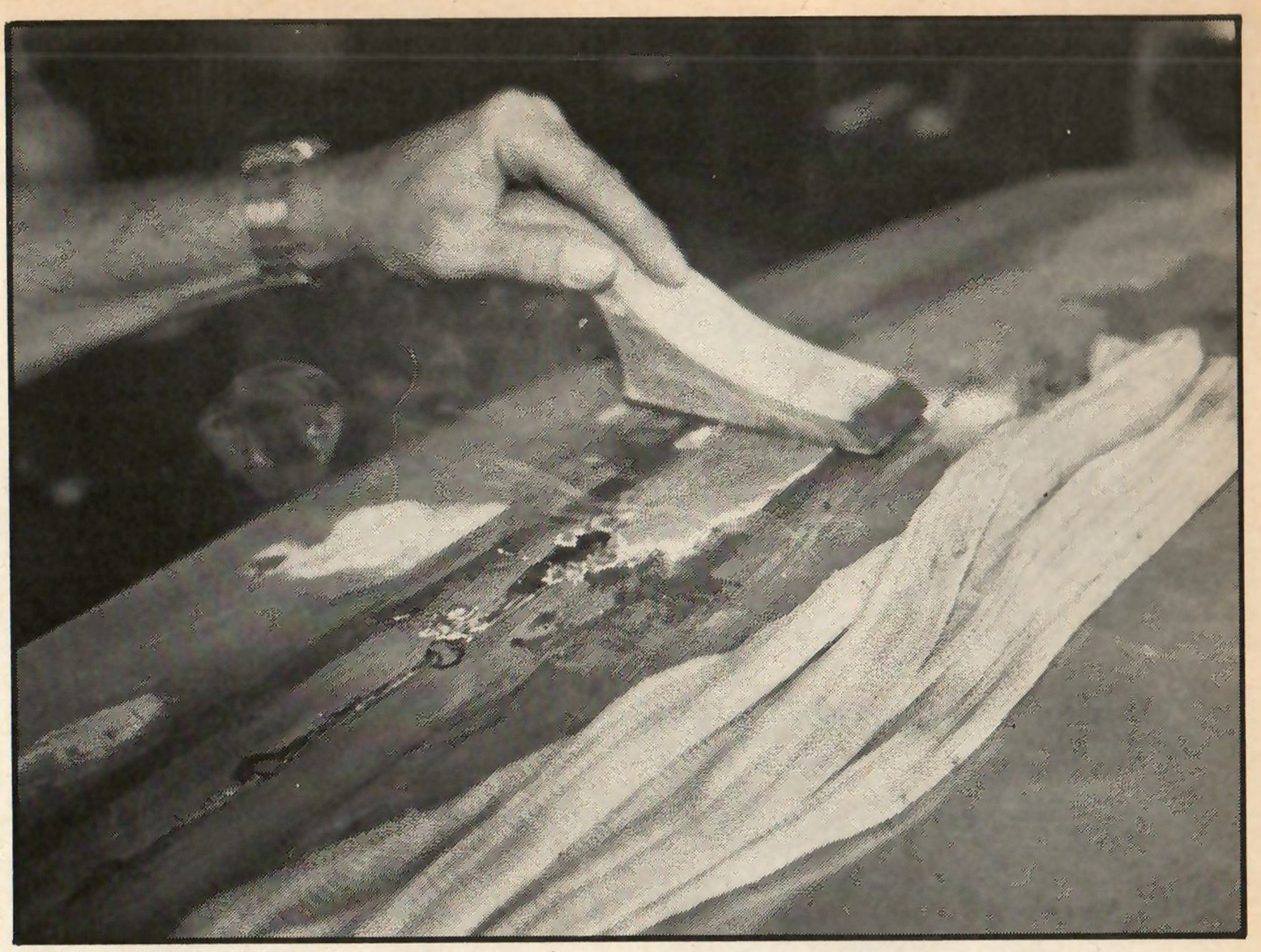
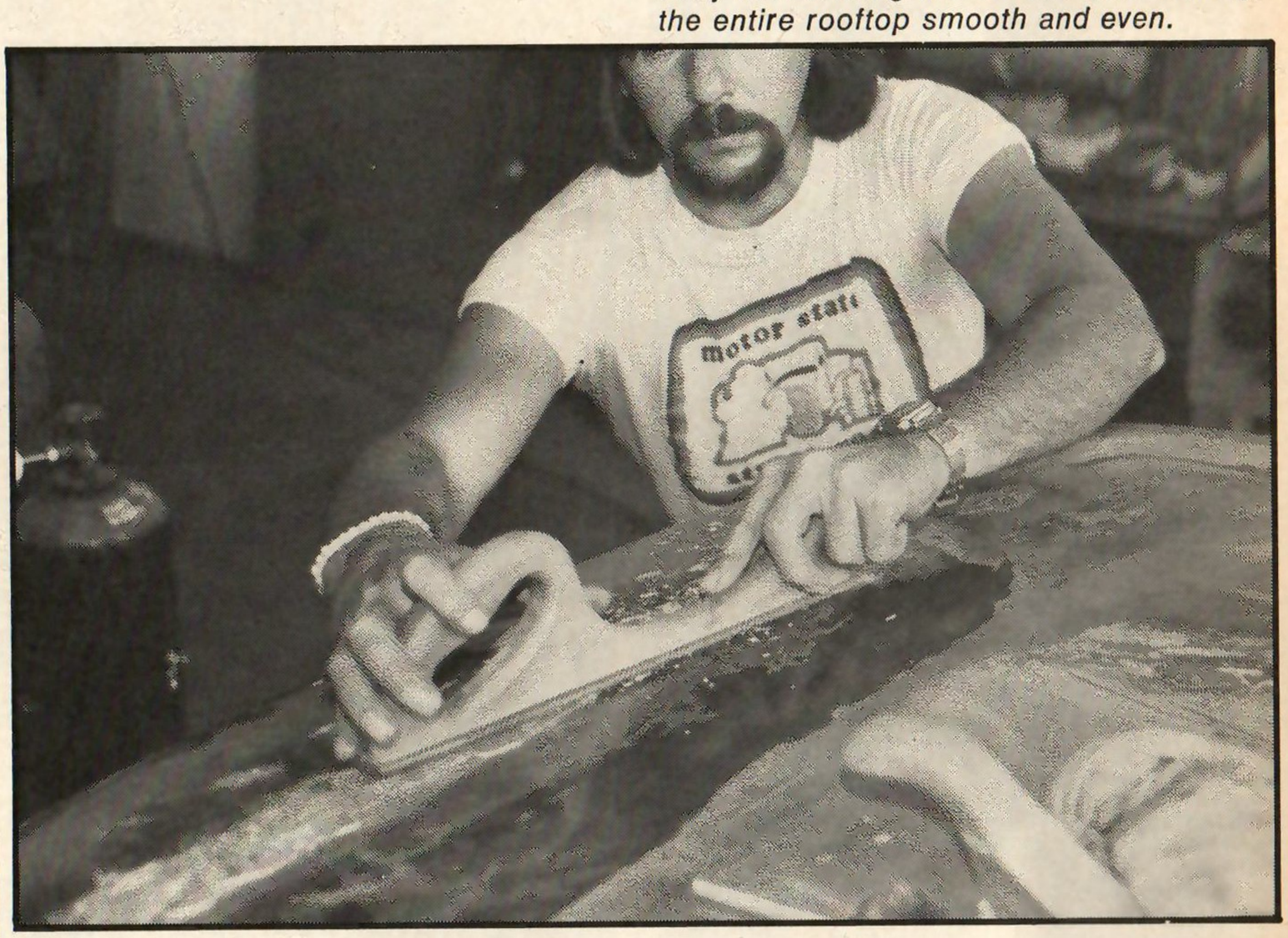


While lead was still the consistency of peanut butter it was smoothed over a work area with paddle. This is where the wax keeps the hot lead from scorching and burning the wood paddle.

Busy hands filing the excess lead making the entire rooftop smooth and even.



ed. Next a bar of 30/70 autobody lead was grabbed (Steves sells 30/70 autobody lead for those who are having a hard time finding it and the price is decent), heated along with the area to be leaded and worked into the area. Steve did a small section at a time, again trying to avoid the old warp house blues. A wet towel laid along the work area helps keep things cool while work is in progress. Jumping from one end of the car to another also helps keep things cool and straight.

Using a well waxed paddle, heaps of lead were smoothed over the seam and low spots. The torch flame was played over the work area to keep the lead at the correct peanut butter consistency.

Once cooled, filing began with a vixen file. A lot of area is to be filed here so Dave Thacker was enlisted to help out in this time consuming portion. It has been said a good lead man can finish filing so well that all that needs to be done is spray the primer. The last we saw of Steve and Dave, they still had files in their hands! RA

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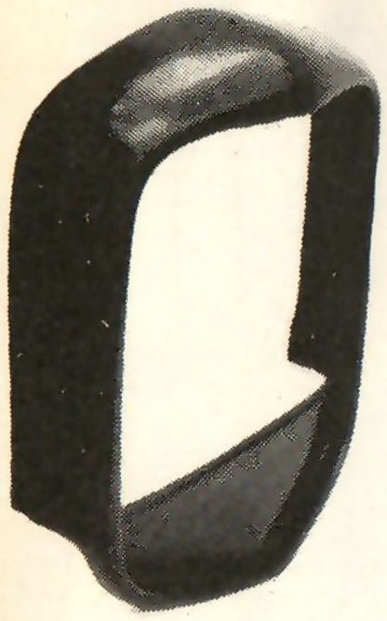

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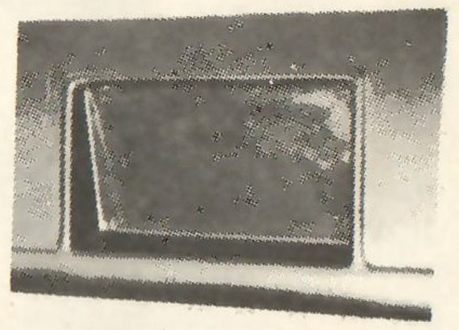

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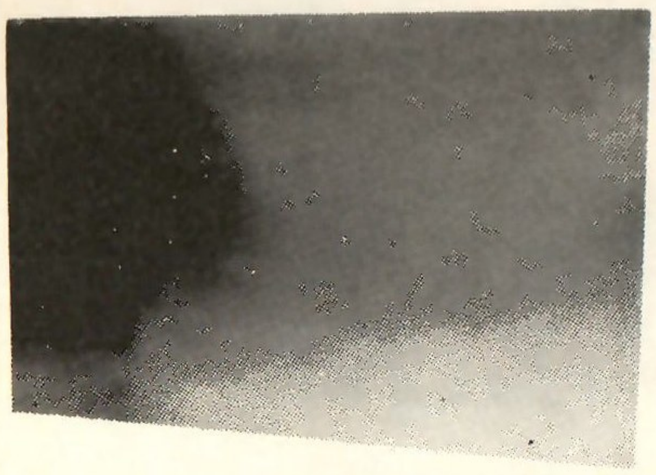

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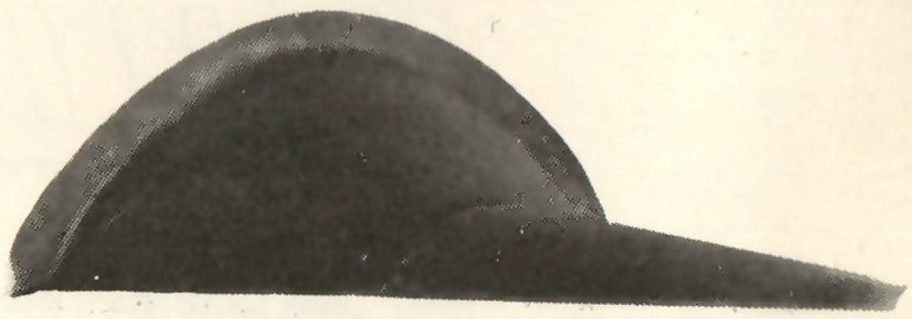

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10TH ANNIVERSARY ISSUE
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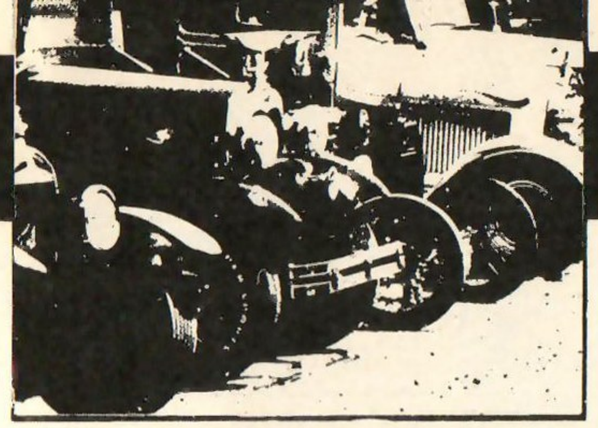

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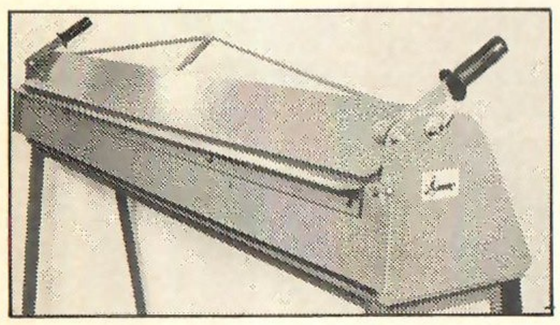
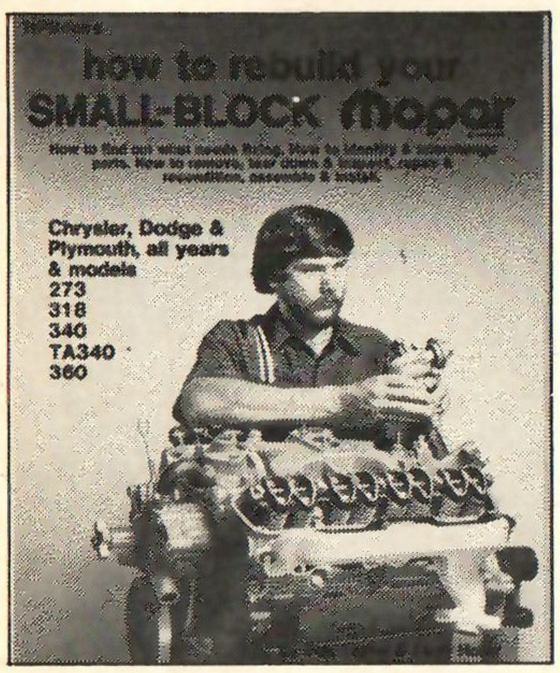


LOWBUCK 6 FOOT 20 GAUGE BRAKE

The latest addition to the Williams Lowbuck Tools line is this six foot 20 gauge Sheet Metal Brake.

The Brake features very sturdy design and construction, it has cam over center levers for the top holddown plate. The top holddown plate is also adjustable for 1/8 inch to 3/4 inch bending radius so you can achieve a smooth radius bend which eliminates the industrial look of sharp, square corner. This brake comes completely assembled and painted and is ready to bolt to your workbench.

Additional metal working tools available, please send $2.00 for fully illustrated 18-page catalog to: Williams Lowbuck Tools, 4175 California Ave., Dept. RA, Norco, CA 91760.



HOW TO REBUILD YOUR SMALL-BLOCK MOPAR

Covers LA-series engines used in Dodge, Chrysler and Plymouth cars and trucks. Includes all specifications needed to rebuild the 273, 340 (including rare TA340), 360 and post-'66 318.

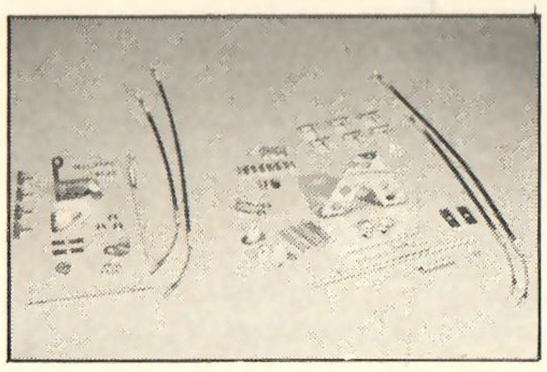
***How To Rebuild Your Small-Block Mopar* is written by experts with complete step-by-step instructions. Easy-to-understand chapters guide the reader bolt-by-bolt through each engine-rebuilding step, with separate chapters on engine removal, disassembly, assembly, installation and tuneup. Tells how to recondition the short block and cylinder heads. How to overhaul the distributor. Chapter on parts identification and interchange tells the do-it-yourselfer what parts will interchange from one engine to another or from one year to the next.**

Offers tips the factory manual does not cover. Describes symptoms that determine whether or not it is time to rebuild. Tells when and why a part should be rebuilt or replaced.

Over 500 helpful photos, charts, graphs, and drawings take the guesswork out of each phase. Includes important tips on the do's and don'ts of taking shortcuts.

How To Rebuild Your Small-Block Mopar* is a "must" for the first-time rebuilder and a handy reference for the experienced mechanic. *You'll need no other book!

Look for this fact-filled, 160-page HP auto book at your parts dealer, performance shop or bookstore. Or, send check or money order for $9.95, plus $1.00 postage and handling, to: HPBooks, P.O. Box 5367, Dept. RA, Tucson, AZ 85703.



DUAL-QUAD THROTTLE LINKAGE KITS

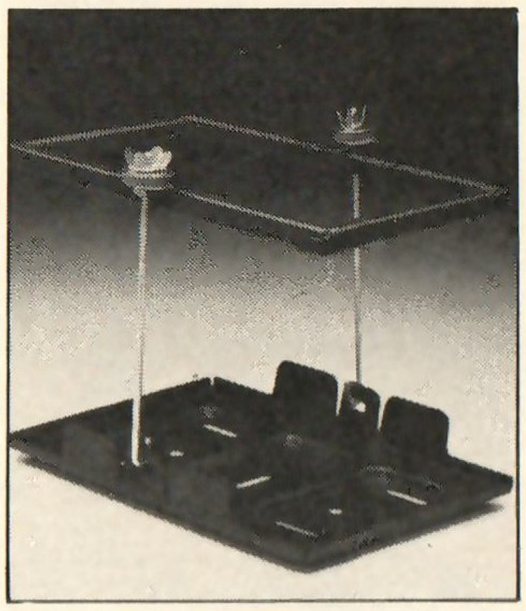
Now you no longer have to piece together a Dual-Quad Throttle Linkage for your tunnel ram or supercharged applications, thanks to these new kits from Mr. Gasket. Universal in design, they fit all popular in-line and sideways mounted 2-4 BBL. setups and include all components needed to link both carburetors and throttle cable together, terminating at or through firewall depending on application. Both kits include two throttle cables, cable brackets, rods, pivots, bushings, and all hardware needed for complete installation.

Application	
Sideways Mounted Dual-Quad —	#3836
In-Line Dual-Quad —	#3831

See lour local Mr. Gasket retailer for additional information or send $4.00 for the latest Mr. Gasket catalog to: Mr. Gasket Company, Dept. RA, 4566 Spring Road, Cleveland, OH 44131.

UNIVERSAL BATTERY HOLDER

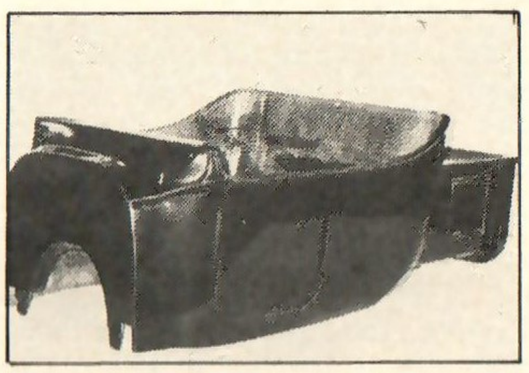
Alston's Sportsman Battery Kit simply bolts to trunk floors of virtually any vehicle, creating additional underhood space and greatly improving weight distribution.



Attractive and durable, the Alston Sportsman Battery Kit holds a trunk-mounted battery firmly in place at all times. The black tray and red hold-down frame are made of premium steel, then coated with corrosion-resistant plastic for long life and easy cleaning.

Wing nuts, washers, adjusting nuts, and threaded J-rods are also provided. (Electrical cables are available separately.)

Alston's complete line of chassis kits, suspension components, and accessories are described and illustrated in the company's latest color Product Catalog. For a postpaid copy, send $4 to Alston Race Car Engineering, Dept. RA, 6291 Warehouse Way, Sacramento, CA 95826. Additional information is available toll-free at 1-(800) 824-8582. (From California phones, dial 1-(916) 381-3291.)



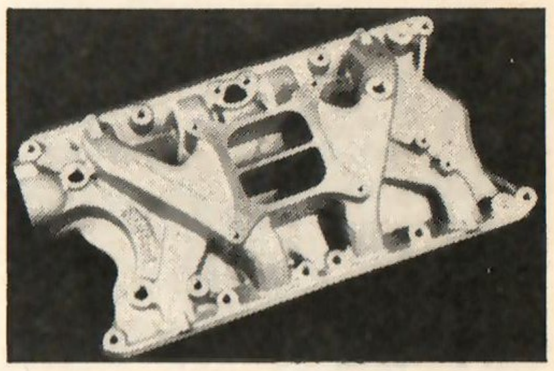
NEW '23T

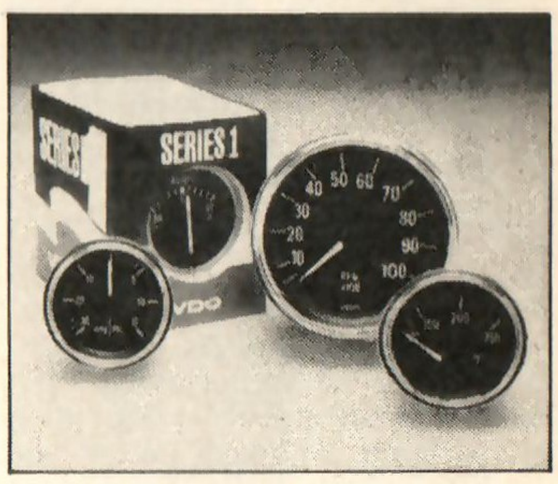
Total Performance, Inc., has manufactured a new '23T body made of the highest quality fiberglass and craftsmanship. The one-piece design body is finely detailed including cut-outs for the watts linkage and coil spring kits, front and rear chassis cut-outs for 24" and 29" dimensions respectively, fitted for a 39" windshield, recessed custom dash, and rounded edges all around for a neater appearance.

See the body and many other parts for your replicar in Total's 1983 catalog. Send $3 plus $1.50 for first class handling to Total Performance, Inc., 406 S. Orchard St., Dept. RA, Wallingford, CT 64092.

PERFORMER 351 W

Up to 60 ft. lbs. more torque—and that's only the beginning! This welcome addition to the enormously successful Performer line of manifolds from Edelbrock fits Ford's prolithic 351 c.i.d. Windsor V8 engine, non-EGR only. Like all the Performer manifolds, the Performer 351W provides performance benefits from 1750-5500 rpm, extra power for pulling, passing, climbing hills, and better gas economy too. Edelbrock offers a matching Performer-Plus camshaft, lifters and lube kit specifically ground to augment the Performer 351W's already remarkable performance benefits. For more information, write: Edelbrock Corp., 411 Coral Circle, Dept. RA, El Segundo, CA 90245.





SERIES 1

VDO designed the Series 1 line to fit the needs of the domestic automotive aftermarket buyer who wants the custom look with modern accuracy and dependability. Series 1 instruments feature white markings on a satin black face encircled with a chrome bezel.

Like all VDO styles, Series 1 features a full complement of gauges including a 3-3/8-inch diameter speedometer and tachometer, and a 2-1/16-inch diameter electric fuel, ammeter, oil pressure, water temperature and oil temperature gauge, as well as a quartz clock. Also, a full line of mechanical instruments are available in Series 1.

Complete installation instructions are included with each instrument and sending units are available for most import and domestic applications.

For further information on the Series 1 line and a catalog covering the complete line of VDO instruments and accessories, send $2.00 to VDO Instruments, Inc., 980 Brooke Road, Dept. RA, Winchester, VA 22601. Telephone: (703) 665-0100.

KELSEY ADJUSTABLE BRAKE VALVE

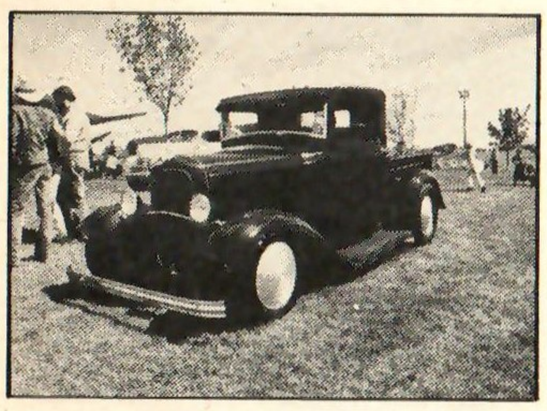
An adjustable brake proportioning valve for street rods is being man-

ufactured by Kelsey-Hayes Company, a subsidiary of Fruehauf Corporation, Detroit, Michigan.

The compact valve provides quick, easy control of front-to-rear brake balance. It is specifically designed to correct brake imbalance caused by odd tire sizes, raced conditions, decreasing fuel load or mixing of brake types on custom vehicles.

Manufactured of zinc-plated cast iron, the economically-priced unit is easily adjusted, has reference grooves and a friction lock on the adjusting shaft, and requires low fluid displacement.

The new valve is available exclusively through automotive dealerships under the following part numbers: Chrysler, No. P4120999; Ford, No. M-2328A; GM, No. 14-044822 and Renault/AMC, No. 1228 32 000.



RACE LOOK HUBCAPS

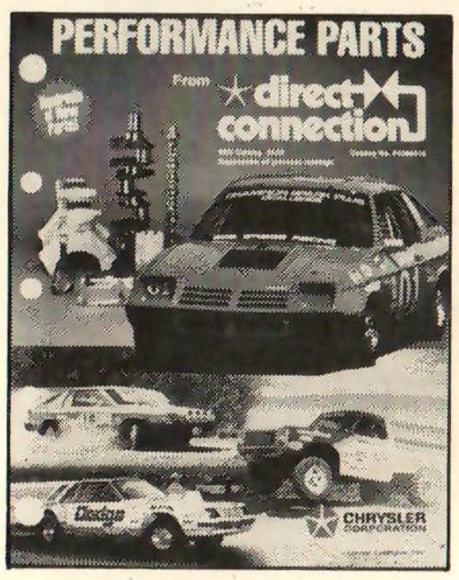
For years, the fastest cars in the world have utilized hubcaps to achieve the ultimate in aero-dynamic efficiency, to provide that extra edge in streamlining necessary to push them into the record books. The smooth, spun aluminum caps have been popular with both rodders and truckers, offering the efficiency of the future with the nostalgic look of the past.

Race Look Hubcaps are available in 13, 14, 15, and 16 inch sizes with sizes mixed to meet your needs. Race Look Hubcaps also provide an inexpensive alternative to alloy and spoke wheels yet are the only hubcap ever to be "in" on a high performance car. A complete set of four Race Look Hubcaps costs only $60.00 (13-15") with postage paid anywhere in the U.S. Canadians should add $5.00 for shipping. To order your set of spun aluminum Race Look Hubcaps, send a cashiers check or postal money order along with the wheel rim sizes needed to Race Look Hubcaps, Burly Industries, Box AB, Dept. RA, Mendon, UT 84325, or send $1.00 for Burly's Rod Look and Race Look Brochure, refundable with order.

SPECIALIZED AUTO COMPONENTS CATALOG

Two years in the making -- Specialized Auto Components is happy to announce their newest catalog. We are sure you will agree the wait was worth it! With the most complete line of Model A-1948 Ford suspension and motor/transmission mount kits available in the Street Rod market today, S.A.C.'s catalog is a must for the serious Street Rod builder and enthusiast. Also contained is information on our new S.A.C. produced '33-'34 Ford frame rails, complete chassis and special '33-'34 Ford suspension kits.

For all this and more, send $4.00 to Specialized Auto Components, 1815-C Orangethorpe Park North, Dept. RA, Anaheim, CA 92801, or call 714-680-3373.

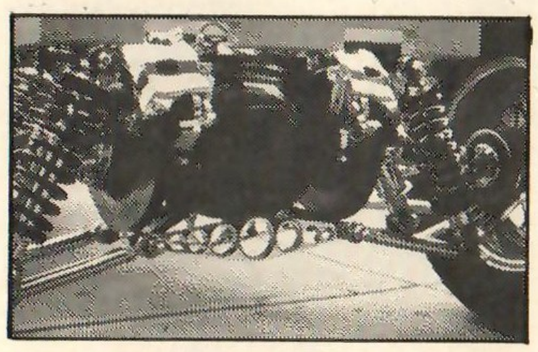


1983 DIRECT CONNECTION CATALOG

The 1983 catalog (P4286516) from Direct Connection, Chrysler Corp.'s performance parts program, is now available with 148 illustrated pages listing hundreds of performance parts and accessories for Chrysler and other brand vehicles.

Featured in the 184-page catalog is a section listing a full line of dress up components and performance engine parts for the 2.2 L-body Charger/Turismo and TC3/024. Also new are nitrous oxide kits, a line of racing safety garments and protective gear, custom wheels and performance headers. A new brake proportioning valve, aluminum hemi heads, front-wheel-drive final drive gear sets and custom racing seats are listed, along with the newest line of Direct Connection wearables and collectibles.

For a new Direct Connection catalog, send $4.00 to: Direct Connection Catalog Center, 20026 Progress Dr., Dept. RA, Strongsville, OH 44136.



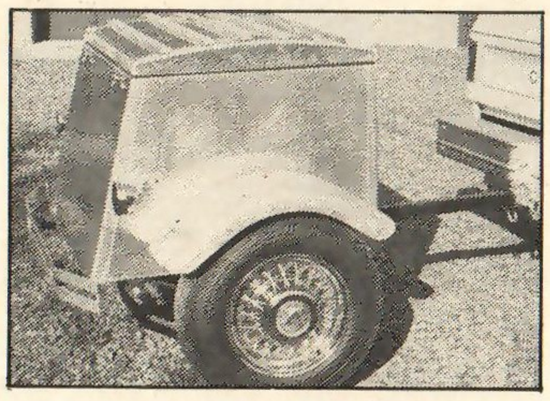
FORD I.R.S.

Manufactured from an 8" Ford case it uses easy to find Mustang brakes and a Ford dropout.

Any width wheelbase and bolt pattern is available, as well as three different positions to mount the brakes.

Pinion mounted disc emergency

For more information on this and other products contact T.S.M. Co., 7068 S. Lafayette Way, Dept. RA, Littlejohn, CO 80122, 303-798-9707. Catalogs $2.00 each.

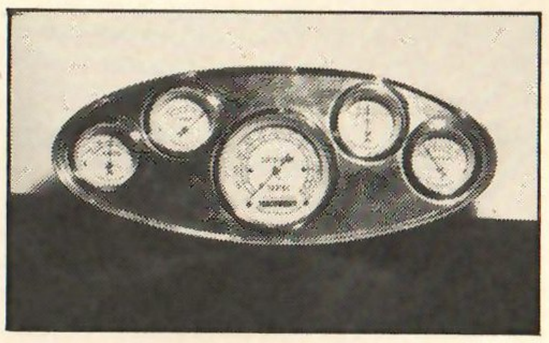


ALUMINUM UTILITY TRAILERS

Hamburger's Oil Pans now offers single axle, aluminum utility trailers. They are available in three (3) different designs, the most unique of which looks like a Model "A" Ford pickup truck bed. Its dimensions are 46"Lx36"Wx16"H. Special features include:

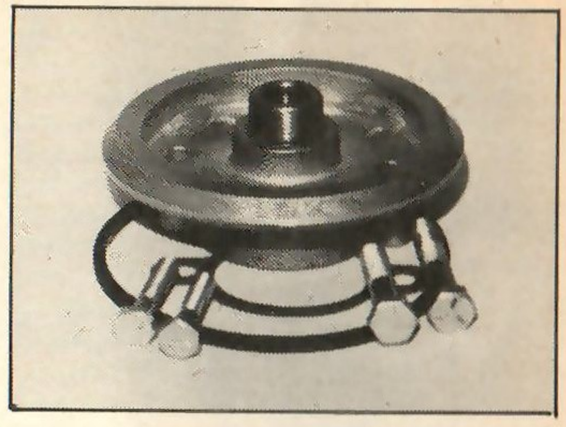
- 1-1/2" square tube frame
- .090" thick aircraft quality aluminum box properly reinforced inside
- requires little or no preparation for painting
- heavy duty square tube axle with 1-3/8" spindles
- sprung axle with 750 lb. load rated springs
- heavy duty wheel hubs with large wheel bearings and 5 bolt x 4-1/2" bolt pattern. (Wheels and tires not included but available at additional cost. Call for prices).
- taillight mounting brackets installed. (Lights and wiring not included).
- heavy duty 2" coupler installed with knock-down front tongue for easy storage
- aluminum rear bumper installed
- trailer lid is weatherstripped to seal against water
- locking rear latch is included
- each lid has a restraining chain installed to prevent it from opening too far
- brackets can be supplied for front mounted luggage rack
- all trailers have wood strips and strap-eyes installed on lids for securing additional luggage
- all fenders are manufactured from galvanized steel.

Prices start at $750.00. For more information contact: Hamburger's Oil Pans, Dept. RA, 1590 Church Road, Toms River, NJ 08753; 201-240-3888.



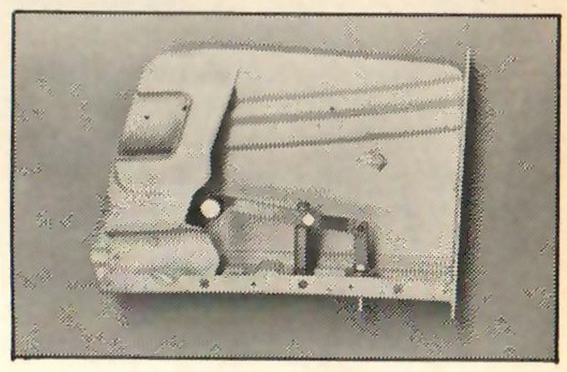
DASH INSERT

Greer Enterprises is pleased to announce a new product. A dash insert for a 1932 Ford. This insert fits down into a stock opening as well as on any flat dash. Classic gauges and some Stewart-Warner gauges can be used or any 2-1/16 inch diameter gauges with 3-3/8 inch diameter speedometer. Our dash insert comes either completely polished for $89.95 or polished outer rim only for $79.95.



SPIN-ON OIL FILTER ADAPTER

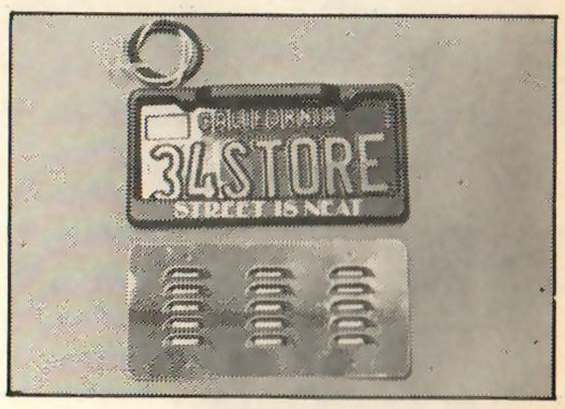
Perma Cool proudly announces the expansion of their casting program with the addition of Part No. 1134 canister spin on oil filter adapter. Adapter is made of light weight, die cast material and designed to allow the conversion of Chevy 1956-1983 canister style to spin on the filter. Allows the use of Chevy filters, replacing the previous need to use a Ford unit. Replacement O rings and gasket set available with this unit. Perma-Cool, Dept. RA, 671 E. Edna Pl., Covina, CA 91723.



"SUICIDE PREVENTION"

The last thing you want to happen while you're cruising down the road in your Model 40 Ford, is for the door to pop open and get wind-whipped backward, or come unlatched during a sharp turn! This suicidal hazard can be prevented with the addition of this dead lock kit from The 34 Store. The kit installs out of the way in the front door-jam/kick panel area, under the dash.

The simple addition of this kit will eliminate the chance of the door accidentally opening. Although currently available for just the '33-'34 Fords, a '32 3-window model is in the works and should be available soon. For more information on this kit and other fine street rod products, send $3 for a complete catalog to: The 34 Store, 671 Reed Street, Dept. RA, Santa Clara, CA 95050.

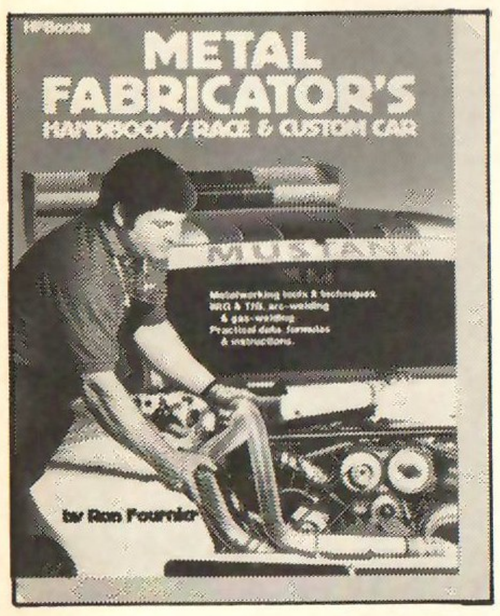


LICENSE PLATE COVER-UP

The 34 Store has come up with some new goodies to clean-up the appearance of your license plates. The back side of license plates is usually left bare and unsightly, but now you can cover them with these new polished stainless steel plates. They are available plain or with 2 and 3 rows of louvers. The mounting holes are pre-punched, so installation is a snap.

A new slimline illuminated license frame is also available and solves the problem of illuminating the plate (state law) on hi-boys and other cars that don't use the stock taillight source. The 5/8" thick, black matte frame can be painted to match the car or used as is.

Another neat touch is the addition of the chrome and black nameplates at the bottom of the frame. These plates are available individually in; "Street is Neat," "Street Rod," "Hot Rod" and "Hi-Boy." For more information on these and other fine street rod products, send $3 for their brand new catalog to: The 34 Store, 671 Reed Street, Dept. RA, Santa Clara, CA 95050.



METAL FABRICATION

Master the art of metal fabrication! Ron Fournier, a 20-year veteran who has built nearly every type of race and custom car, from Can-Am cars for Roger Penske, to Indy cars for A. J. Foyt, tells how to do it right!

Metalwork quality can make or break a car's performance, and mean the difference between an outstanding custom vehicle or just another car. In this book Fournier promises to show how to achieve good-looking, structurally sound metal parts.

Learn about all types of metalworking equipment, including selection, care and use of hand tools, power tools and large sheet-metal equipment.

Fournier offers easy step-by-step techniques on basic metal shaping, hammer forming and sheet-metal add-ons. Covers popular types of welding, from gas to heliarc.

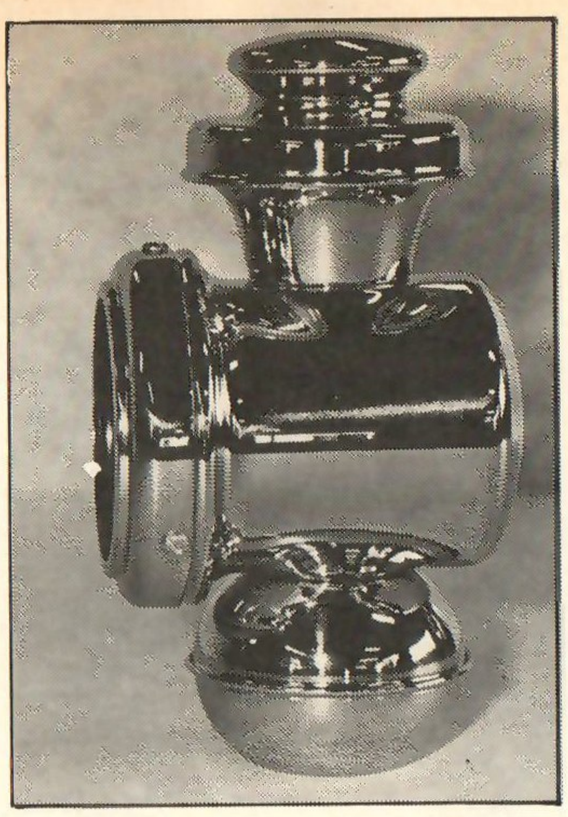
Discusses design and choice of metals needed for fabricating a complete part or assembly. Tells how to recognize quality construction — exactly where and what to look for in a custom job.

Provides the information necessary to go from a raw idea to a fully built fuel, oil or water tank. How to take correct measurements and make working patterns.

Get into header construction. Try a complete sheet metal interior. Learn how to build racy-looking spoilers and hood scoops. How to install roll bars, roll cages and fender flares.

Offers clear explanations and hundreds of photos, illustrations and formulas. *Metal Fabricator's Handbook* is the most complete and up-to-date book of its kind!

This quality 176-page paperback sells for $9.95 and is available at your local bookstore or wherever fine automotive books are sold. Or send check or money order, plus $1.00 postage and handling for each book, to: HPBooks, Box 5367, Dept. RA, Tucson, AZ 85703.



SIDE LAMP

The ideal side lamp for *your show-car* is now available! Using the original manufacturing process of spinning and stamping, the side lamp is made of either spun steel which takes on a beautiful chrome finish or spun brass which is polished to an ultra-high luster. You may use either red, amber, or clear lens with this side lamp which, of course, may double as a tail light on your show car.

For more information on the side lamp and many other products order your complete catalog today by sending $3 plus $1.50 handling to Total Performance Inc., 406 South Orchard St., Dept. RA, Wallingford, CT 06492.

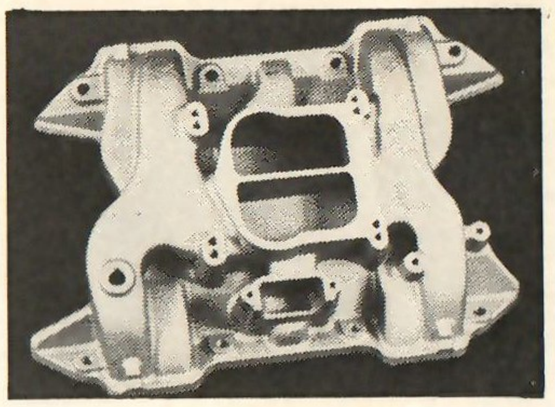
SONIC-TURBO MUFFLER

Laboratory flow testing has proven the new Sonic-Turbo Muffler from American Exhaust Industries to be the most efficient "legal" muffler on the market today.

From idle speed through upper r.p.m. ranges, the high-technology Sonic-Turbo virtually eliminates power-robbing backpressures without allowing excessive exhaust noise. In recent testing of six popular mufflers, the revolutionary Sonic-Turbo outflowed its nearest turbo-type competitor by fully 20 percent — yet met or exceeded all international noise requirements. Only the new Sonic-Turbo combines large-diameter pass tubes with exclusive Parabolic Sonic Reflectors (pat. pend. #326-002) to effectively dampen out undesirable sound waves.

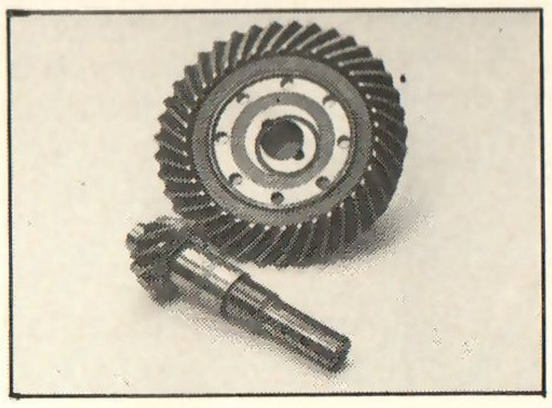
Engineered for exceptionally long life, the Sonic-Turbo is encased in heavy-duty, double-wrapped galvanized steel. Inside is a special 1200-degree, Pyrex Thermal Packing which resists the "thermal shock" that blows out common fiberglass-filled mufflers. Moreover, the Turbo-Sonic's compact size facilitates easy installation with any exhaust system.

Manufactured exclusively for Cyclone and Blackjack, the revolutionary Sonic-Turbo Muffler is now available for all popular street machines. See your dealer for details, or contact American Exhaust Industries, Dept. RA, 7040 Lankershim Blvd., North Hollywood, CA 91605.



PERFORMER 440 MANIFOLD

Edelbrock Corporation adds the long-awaited Performer 440 manifold to its top-selling Performer series intake manifolds. The 413-426-440 c.i.d. V8 engine from Chrysler, for which the Performer 440 was designed, is a popular powerplant for RV's, motor homes and trucks — just the kind of vehicles that could use help towing trailers, climbing hills and passing. Help like this is just what Edelbrock's Performer 440 offers. Like all Performer manifolds, the "440" will bring better mileage with it, too. As if this weren't enough, the Performer 440 will be accompanied by a matching camshaft, lifters and lube kit, the Performer-Plus, which combines favorably with the manifold on the dyno and on the road; sold separately, the camshaft is the logical second step in improving performance on the 413-426-440-powered Chrysler.



REPLACEMENT RING & PINION

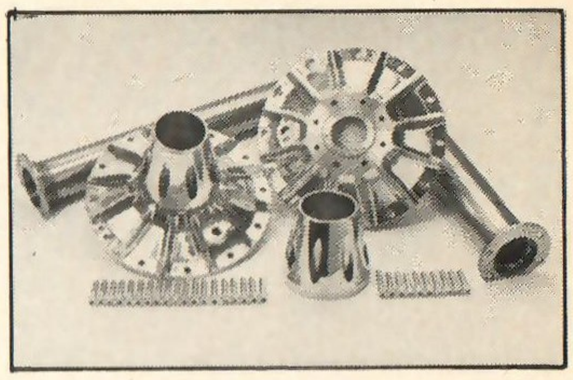
Speedway Motors, Inc., the nation's largest specialty car equipment manufacturer and warehouse introduces through the Getz Gear Division, a new exciting product. The all New '35-'48 replacement ring and pinion rear end gears.

Getz Gear Division, one of the nation's largest manufacturers of high quality racing ring pinions and quick change gears, offers this exclusive new product. Made of the same high quality gear materials, these new R and P are available for all '35-'48 Ford, Merc and 1/2 ton truck rears. These are the solution for your street rod gearing problems, perfect for cruising and highway usage. Ideal for promoting gas savings and eliminate engine wear, these gears are available in three gear ratios, offering selection and durability in quality gears.

3:78 Ratio $275.00
3:54 Ratio $285.00
3:27 Ratio 295.00

*Note: '35-'37 Take 6x10 Adapter .. Add $30.00

This and thousands of hard to find items are available through Speedway's huge 1983 Catalog. This 275-page catalog is considered the industry's Bible, the most complete specialty car guide ever available. Speedway is your factory direct connection for kit cars, street rods and hundreds of quality components. Speedway's catalog available for only $3.00. Spedeway Motors, Inc., Dept. RA, P.O. Box 81906, Lincoln, NE 68501.



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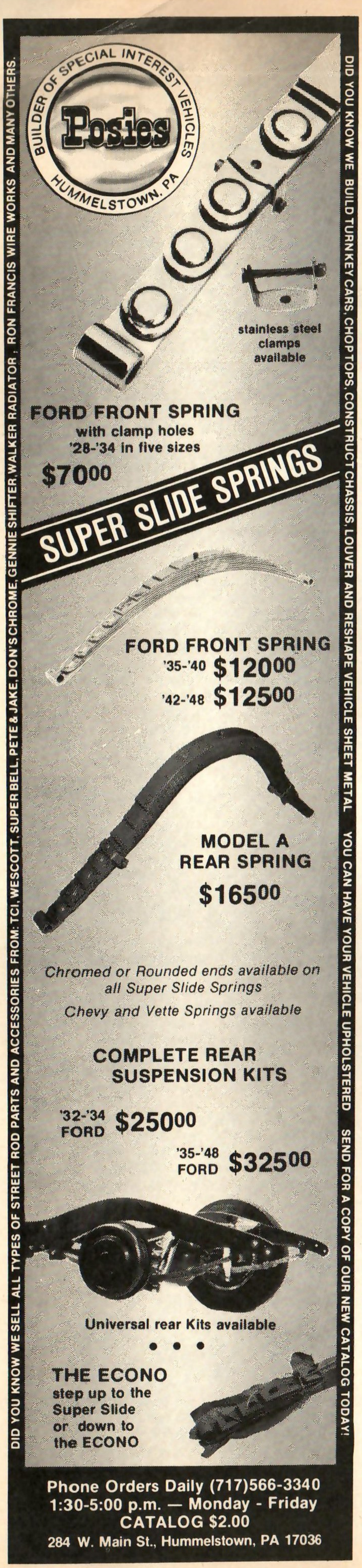
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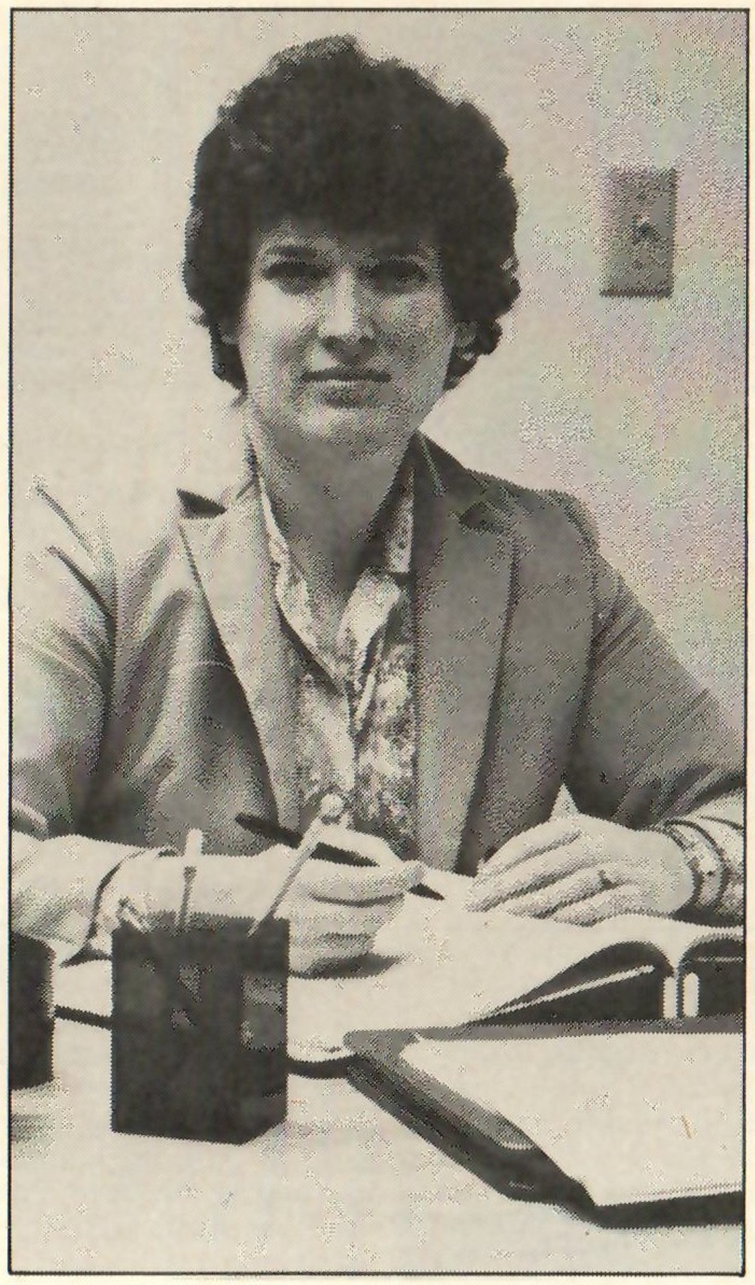
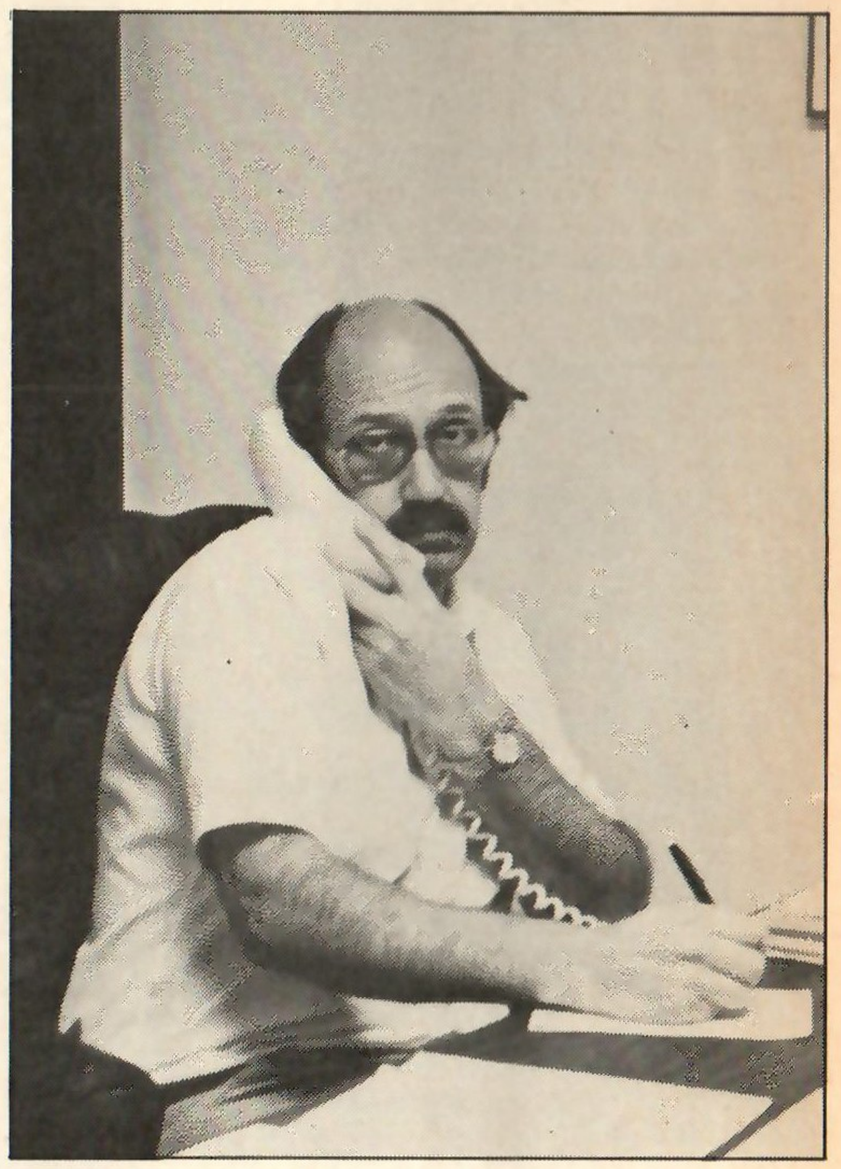
A CLASSIC STORY

(Continued from page 24)



Shirley Hettick is an instrumental part in daily operation of the company fielding day to day business, maintaining company operations on Classic Instruments computer while achieving high levels of customer satisfaction.



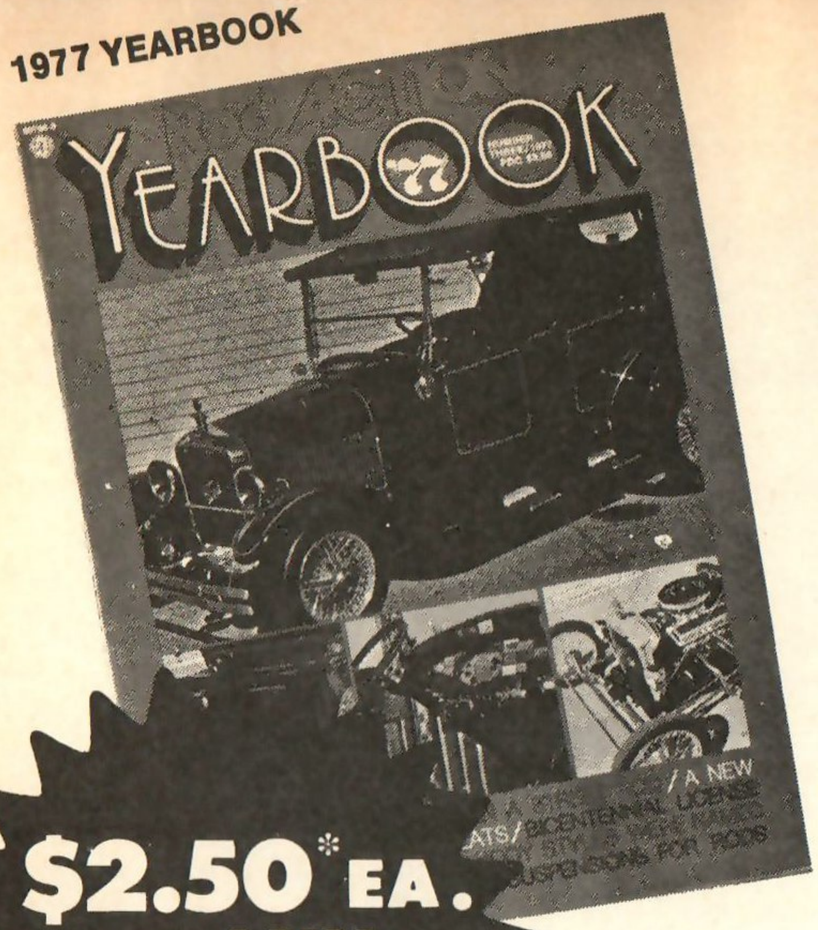
Frank Hettick is the company's president and a driving force. Hettick believes in quality products and customer satisfaction; one of the rare breed of business executives who can be reached by telephone. He is also active in making the rounds of automotive functions where his products are put up to scrutiny by you the buyer.

us a big advantage in decisions over new designs, marketing techniques, pricing and fast responsiveness to the customer's needs. We have taken several products from the idea-stage through design, prototype and finished product within three months and that is unheard of in most large companies. Of course, we don't spend a lot of time on sophisticated marketing studies, committee reports and so forth. We simply have an early morning breakfast meeting and ask ourselves if we would like it and would we buy it for one of our cars?"

Although still small "Classic Instruments is growing at a pace we find challenging — but not overwhelming!" states Shirley Hettick, Office Manager and partner in the Oregon corporation. "We bought our first computer in 1978! Although we had to learn most of our programming we now use three computer systems to do everything from feasibility studies to advertising layouts, typesetting for catalogs, answering customer inquiries, financial statements, preparing packing slips, invoices, mailing labels and shipping documents." Mrs. Hettick "can barely remember the last time I used a typewriter! The computers have played a large part in our growth and ability to stay competitive. Even in the present economy we can stay busy 12 hours a day 7 days a week if we want to! Our three daughters (still in their teens) also have an active interest in working at the office and also sitting in the booth at the trade shows. I guess you could define it as a real family affair!"

The formula which Classic Instruments has applied certainly seems to be working as a brief stroll through the National Kit Car Builders Convention confirmed — a quick mental count reveals that approximately three-quarters of the replicar manufacturers and assemblers with floor displays are "hooked" on Classic Instruments. An exciting testimony to a part-time hobby turning into a major force in the specialty automotive industry! RA

1977 YEARBOOK



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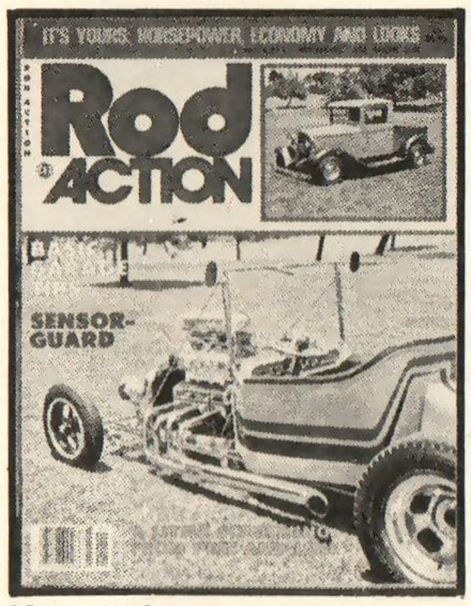

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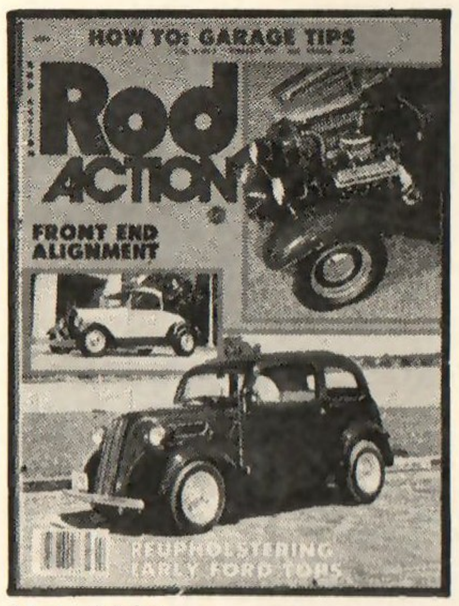

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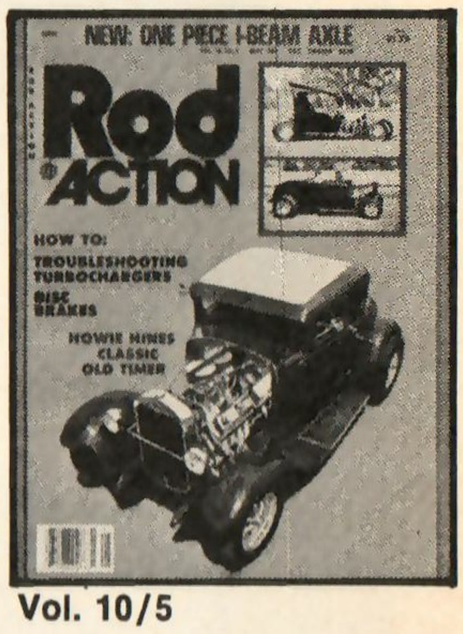

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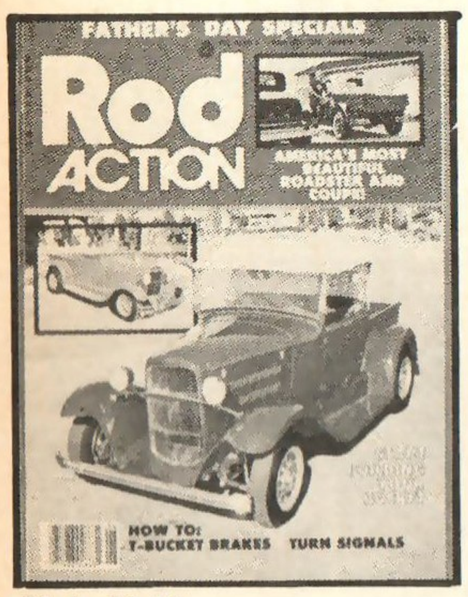

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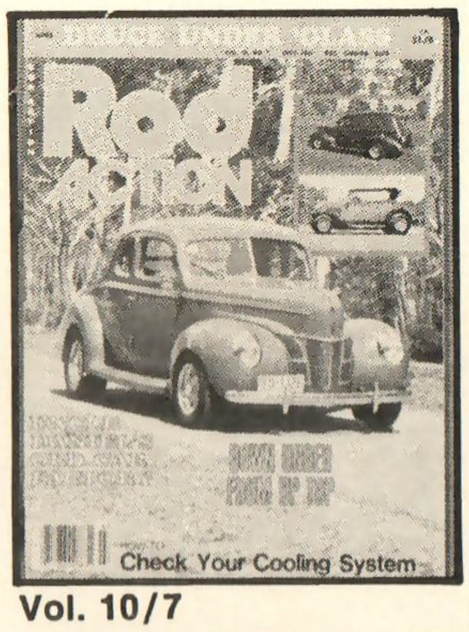

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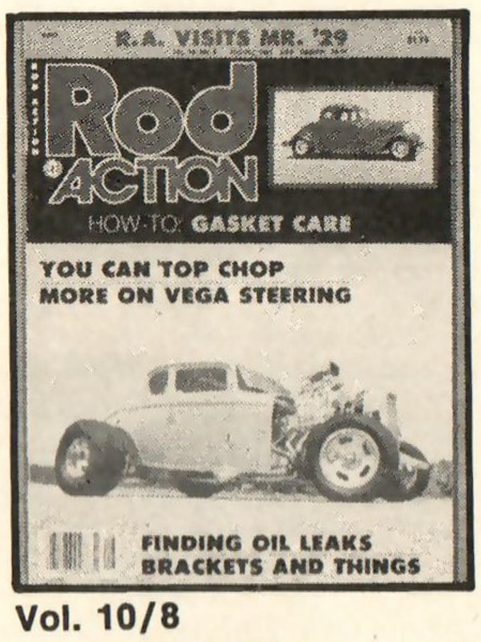

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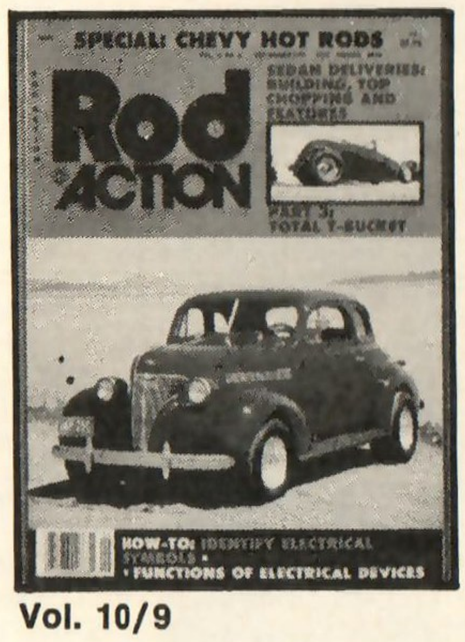
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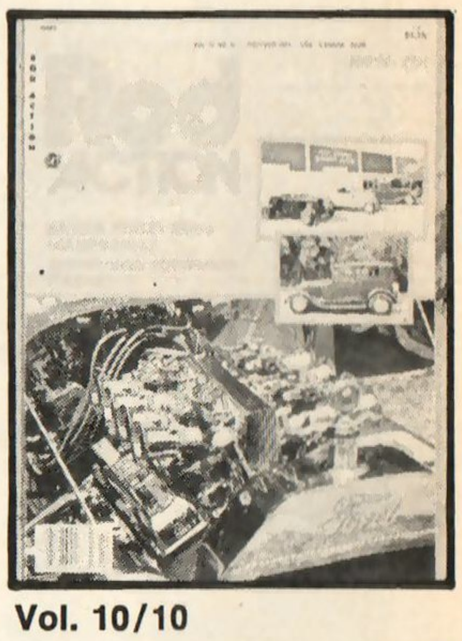

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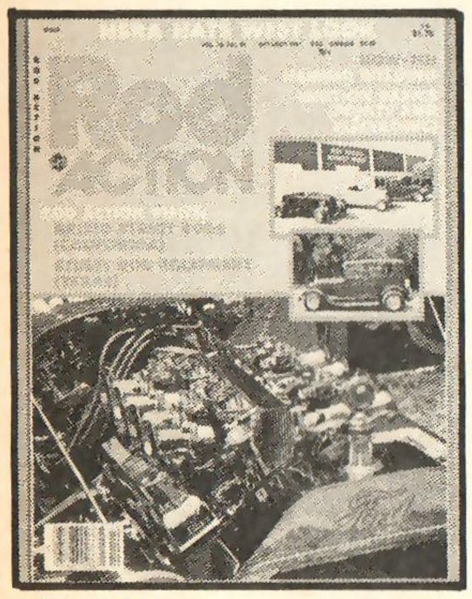

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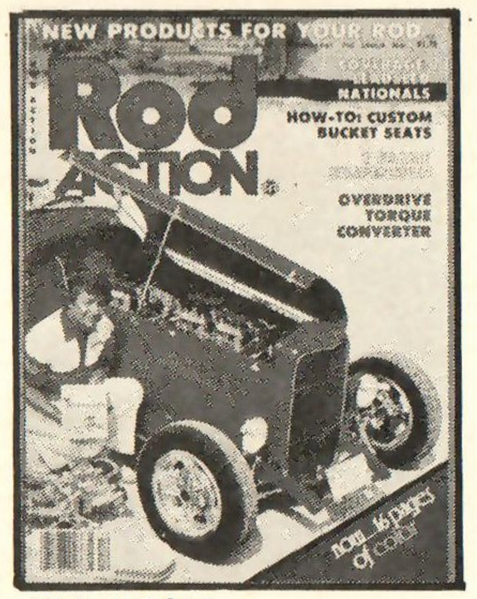

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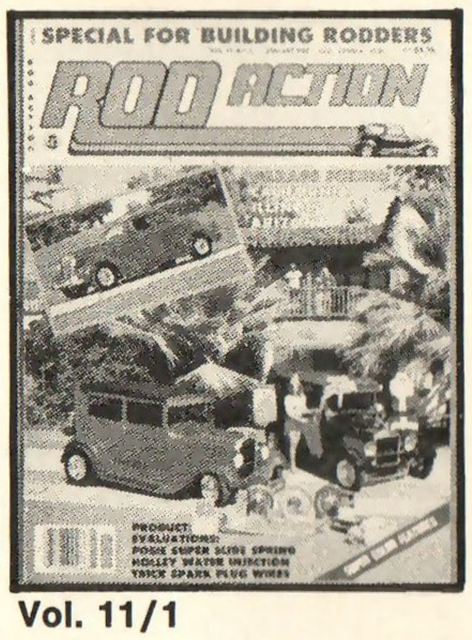

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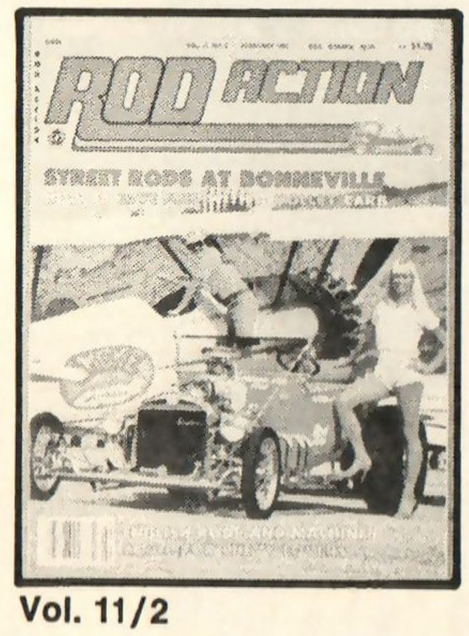

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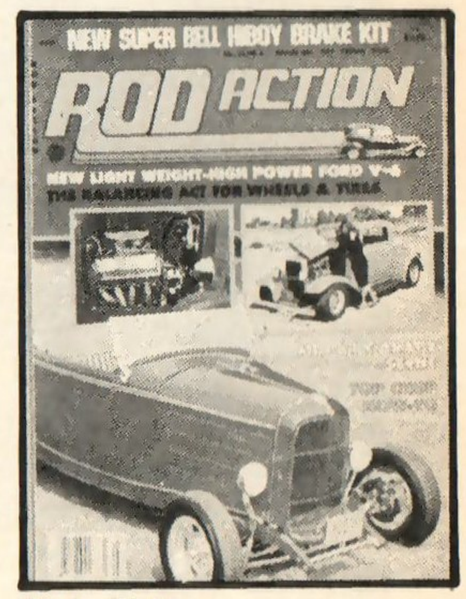

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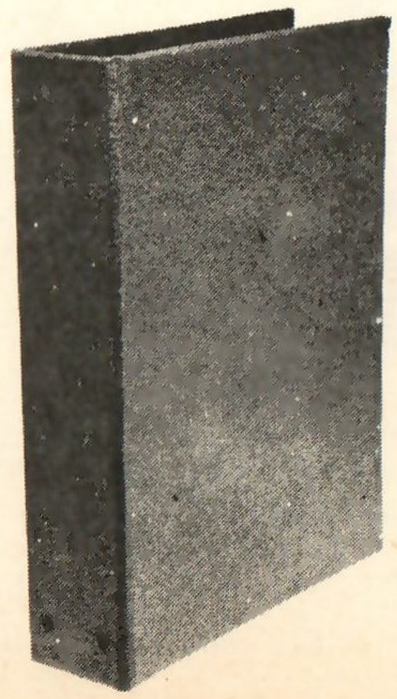

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ROD ROUTES

March 13—Orange, California. Tourin Tin "Rollin For Kids". Info: call John at 714-828-5701 or Raul at 213-431-4864.

March 19-20—Roseburg, Oregon. Annual Rod, Custom & Classic Benefit Car Show. Sponsored by Umpqua Valley Flatheads. Info: Bill Hough, 379 Minnesota Blvd., Roseburg, OR 97470; phone 503-673-5750.

March 19-20—12th Annual Creek Capitol Street Rods Swap Meet, Okmulgee, Oklahoma. Okmulgee Fairgrounds. Info: Jim Neville, Rt 2, Box 84C, Okmulgee, OK 74447; phone 918-733-4661.

March 20—Aurora, Illinois. Auto Swap Meet hosted by Fox Valley Street Rods at Fox Valley Ford 1401 N. Farnsworth Ave. from 7:30 am to 4:00. Info: Joe 312-897-6399 or Wendell 312-851-9050.

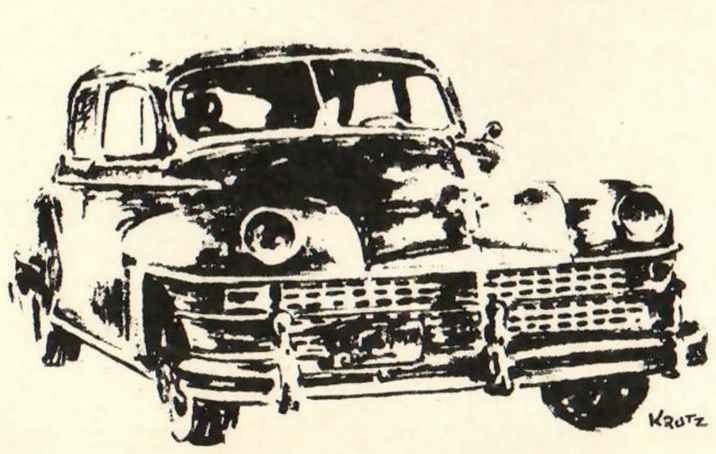
March 27—Lexington, South Carolina. 2nd Annual Fun Sunday. Early Wheels Street Rod Club, to benefit the Carolina Childrens Home, open to all models. Info: P.O. Box 1392, West Columbia 29169; 1-803-755-2013.

March 26-27—Garden City, Kansas. 10th Annual Rod and Custom Show. Info: S.R.A. Rod and Custom Club, P.O. Box 992, Garden City, KS 67846; 316-275-9702/1414.

March 27—2nd Annual Spring Auto Parts Swap Meet. Youth Center Building (Jones County Fairgrounds), Monticello, Iowa. Open to all types of Antique, Classic, Corvette, Custom & Performance Parts. New & Used. Plus other related automotive items: magazines, memorabilia, model cars, etc. Come to buy, sell or trade. Info: Ralph or Galen Muller, 853 Southhaven Drive, Monticello, IA 52310; 319-465-5119 or 319-465-5380.

March 20—Swap Meet, Pancake Breakfast and Car Show presented by the Early Times at Mattel Toys parking lot in Hawthorne, California, San Diego Freeway at the Rosecrans Blvd. exit. Qualified cars are urged to participate in Car Show. Swap spaces $15.00 for one and $10.00 for each additional. Cars for sale $10.00. General admission $2.00, children under 12 free. Free parking for all. Contact: Southern California Early Times, P.O. Box 7194, Long Beach, CA 90807.

March 26 & 27—Columbus, Ohio. World's Largest Ford Super Swap '83. Performance Ford Club of America. Ohio State Fairgrounds Multi-Purpose building. Five enclosed acres of Ford & Mercury cars & parts. Admission $2.00. Info: Terry Tippett, 218 Ridgemere Way, Lancaster, OH 43130, 614-654-2567; or Mike Burton 614-474-8638.



April 2-3—Rod & Custom Auto Show. National Guard Armory, Cumberland, Maryland. Sponsored by Early Editions Street Rodders, Inc. To benefit League for Crippled Children. Info: Early Editions, P.O. Box 131, Cumberland, MD 21502; telephone 301-724-3868.

April 8-10—Squires Rod & Custom III Car Show. ISU Minidome, Pocatello, Idaho. Info: Squires Car Club, P.O. ox 4257, Pocatello, ID 83201.

April 8-9-10—5th Annual April Fools Rod Run. Sponsored by South Georgia Street Rods. Info: Sylvia Perritt, 930 Rabon St., Waycross, GA 31501; 912-283-8186.

April 9—Azalea Street Rodders Association 9th annual Rod Run in Wilmington, North Carolina. Join the fun and games during Azalea Festival weekend. Meet at the Odd Fellows Lodge or phone 919-392-2550, ask for Rod Run Info.

April 10—Yuba City, California. 6th annual swap meet hosted by the Gold Country Street Rods. Swap spaces $5, new location this year, Yuba Sutter Fairgrounds, corner of Franklin and Wilbur Avenues in Yuba City. 6 am until 4 pm, rain or shine, concessions available. Info: Weldon Lewis, 2226 Bishop Ave., Live Oak, CA 95953; phone 695-3769 after 6 pm.

April 10—Indiana Street Rod Association's 4th Annual Swap Meet in Frankfort, Indiana at the National Guard Armory on Burlington Ave. ½ mile north of TPA Park. Open to the public at 8:00 am Info: Dave Williams, 5925 N. Rosslyn, Indianapolis, IN 46220; 317-257-2832.

April 15-16-17—Kingsport, Tennessee. 2nd Annual Golden Mile Rod Run, Headquarters-Holiday Inn. Info: Howard Lloyd, Rt. 4, Morningstar Rd., Church Hill, TN 37642; phone 615-357-5108.

April 15-16-17—10th Annual Canton Rod & Custom Car Show. Canton Memorial Civic Center. Info: Canton Rod & Custom Car Show, Inc., P.O. Box 8648, Canton, OH 44711-0648; telephone 216-452-1129.

April 16-17—The North East Arkansas Street Rod Association will hold their 5th annual Rod Run on the Fairgrounds in Jonesboro, Arkansas. Info: Jean Harris (secretary), 800 Parkview, Jonesboro, AR 72401; phone after 5pm 501-935-3886.

April 23—1983 Annual Street Rod Holiday and Swapmeet at Farmington Dragway, Hwy. 801, Farmington, North Carolina. Street Machines and Vans welcomed (no trailered cars). Info: Winston-Salem Street Rod Assoc., P.O. Box 12086, Winston-Salem, NC 27107; 704-731-3871.

April 23-24—Fort Smith, Arankasas. 6th Annual Old Fort Rod Run at Kay Rogers Park. Pre-49 only. Info: Old Fort Street Rods, P.O. Box 811, Fort Smith, AR 72902; 501-996-4807 nites.

April 30-May 1—Majestics 17th Annual Car Show. Info: Majestics Car Club, Box 881, Regina, Saskatchewan, S4P 3B1, Canada.

April 30 & May 1—Fifth Annual Rod, Customs & Machine Fest. Hosted by Dayton Customs Inc. Info: Contact Rod Run Chairman, Tom Ramsey 513-254-6380; Pres. Sonny Roberts 513-426-7540; or write Dayton Street Customs Inc., P.O. Box 205, Dayton, OH 45405.

May 1—Dewitt, Iowa, Centennial Rods, Inc., 6th Annual Rod Run. Open thru 1959. 4H Grounds. Info: Ken Stelpflug, 216 5th Ave., DeWitt, IA 52742; phone 319-659-3023.

May 8—Danville, Kentucky. Annual Golden Rod Run hosted by the Golden Rods of Kentucky at the Danville-Boyle Co. Fairgrounds. (Open Run). Info: S. Cocanougher, Rte. 2, Danville, KY 40422; phone 1-606-236-4198.

50's FLASHBACK (Continued from page 31)

appearance of the classic cars of the 1930s, he might mount large chrome-plated horns on the fenders or hood of his car. For example, the "Grover Organtone Air Horn," mounted singly or in pairs, were considered "the ultimate in luxurious equipment . . . spun brass trombone type, as scientifically developed by Grover." If he yearned for novelty, he might choose a cattle calling horn which "bellows like a bull on the road"; or he might choose a Wolf Whistle, which operated off the engine's vacuum and gave a piercing whistle. Or, given the nature of a gook wagon owner, he'd probably choose all three systems! And, of course, a Bermuda Bell!

For the practical joker there was the "Auto-Shocko" device. "Have some REAL FUN with your car. With Auto-Shocko you can give anyone who touches the outside surface of your car a harmless but very effective shock."

To ease the conscience of the gook wagon owner who felt he was being frivolous, auto accessory houses offered the "Life Saver Automatic Warning Signal—The World's Most Advanced Warning Signal to Help Prevent Collisions!" This was an eight-inch device shaped like a traffic light which you placed in your rear window (unless you had a venetian blind there!). This light "thinks for itself" the ads said. It had three bulbs: press the accelerator and the green light went on; release the accelerator and the yellow light went on; apply the brakes and the red light went on. The idea was that drivers behind you would be watching the mini-traffic signal and would know what you were doing. A variation on that idea was the winking cat whose eyes lit up.

There were lights of all kinds: fog lights, dual spot lights, tear-shaped clearance lights, and the Hollywood license plate light. One could also buy running lights mounted atop a rod that clipped to the front fenders; this was a device similar to an option offered by Pontiac.

Gook wagon accessories evolved with the times, as if there was an army of designers anticipating what would be needed: by the early 1950s there were continental kits and "falsies" kits, giant dice and shrunken heads to hang from rear view mirrors, checkered racing flags to bolt on fenders and deck lids. By 1954 you could buy imitation Buick portholes to bolt to any flat surface —some people put half a dozen of these across the hood of their 1940s car. Or you could get *real* Buick portholes at a dealer, and mount colored lights within the chrome opening. Cadillacs were popular, and you could buy an imitation "Caddy touch" chrome headlight rim for other cars. There were Cadillac "El Dorado type" chrome hood ornaments, and there were chrome fins that bolted on the rear fenders of GM cars—as well as 1953-54 Fords, whose fender line did not invite fins! —for that "El Dorado look."

By the late 1950s the interest in gook wagons began to wane, but by then the manufacturers had taken up the cause and the new cars were swathed in chrome trim, had elaborate fins, and were loaded with accessories. Until then, gook wagons, although laughed at by many people, were to be found in abundance. They were statements attesting to the owner's individuality. A lead-sled was a custom because all trace of the factory's imprint had been removed or modified. A gook wagon was a custom because the factory's imprint was overwhelmed with doo-dads, and the car certainly did not look like anything that had come from Detroit! RA

ROD "N" STUFF

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OIL DIP STICK & TUBE	10.00	10.00
TIMING CHAIN COVER *(With Bolts & Gaskets)*	12.50	25.00
STEEL VALVE COVERS - HOLLEY	35.00	N/A
STEEL VALVE COVERS - MR. GASKET *(Tall Type)*	45.00	N/A
STEEL AIR FILTER - HOLLEY 14"	35.00	35.00
STEEL AIR FILTER - MR. GASKET 14"	35.00	35.00
STAINLESS STEEL FLEX FAN - 17" *(Polished)*	25.50	25.50
ALUMINUM FAN SPACERS - ½" or 1" or 2"	7.50	ANY SIZE LISTED
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WATER PUMP *(350 Short or Tall)*	55.00	55.00
ALTERNATOR H.D. WITH REGULATOR *(Polished Aluminum)*	77.00	77.00
WATER PUMP PULLEY *(Double For Short Pump)*	30.00	ASK FOR PRICE
BALANCER PULLEY *(Double For Use W/Short Pump)*	15.00	ASK FOR PRICE
HOLLEY 12 VOLT ROUND COIL	24.95	24.95
TRANSMISSION PAN *(New Steel GM Or Ford)*	27.00	22.50
TRANSMISSION DIP STICK & TUBE	10.00	10.00
TRANSMISSION COOLER *(4x15 or 4x12 Size)*	32.05	(EACH SIZE IN BLACK FINISH)
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SHOW AND SHINE

(Continued from page 14)

things to you that you don't understand then—do not wait until Monday and have no one available to answer your questions.

The promoters want you to enjoy the show, but even more important is that you understand the show.

JUDGING IT

Probably the largest single function the International Show Car Association provides is the judging of entries at all International Championship Auto Show events. From the moment the entries set up on the day previous to show opening, a vast complex judging system rolls into action. The scope of this process cannot be fully realized without understanding that the number of entries at a single show may approach 500.

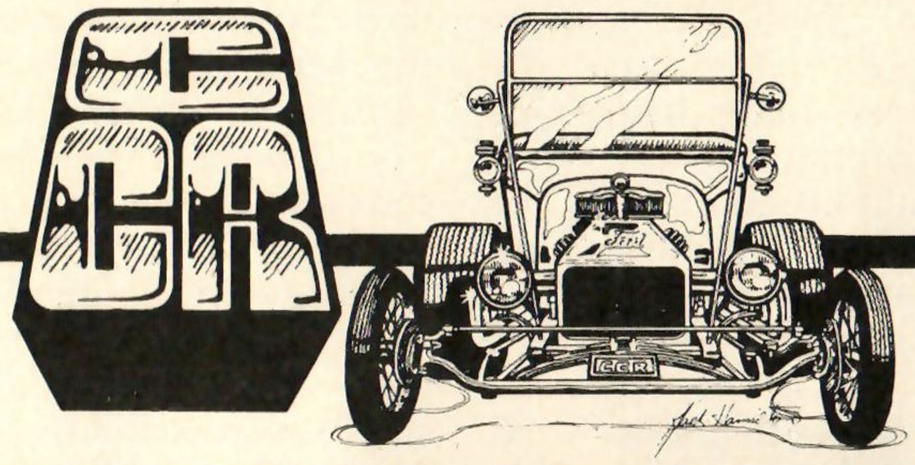
First comes classification, which is the responsibility of the ISCA judging supervisor. Each entry is broken down into a rod, custom, competition, bike, truck/van, restored (or other) class according to the amount of modifications made to each entry. This is recorded on a master sheet and each entry is then given a numbered card showing his classification. There are approximately 150 possible classification breakdowns.

Judging sheets are then prepared in all classes with two or more entries (at most shows). These sheets are detailed guide forms developed over the years by the ISCA which show all possible modifications and maximum point values for each modification. The actual judging is now performed by ISCA official judges and local experts in the custom automotive field. Each entry is now evaluated on how well each change was made and the degree of difficulty in its execution. On this basis a total point value is determined. The judging sheets are broken down into five main categories: body, interior, safety, undercarriage, and engine. Points are also given for signs and displays. Many car owners have used these sheets as guides for building an entry to gain additional points for their class awards.

After all sheets have been totaled, they are logged in on the master list. Any variances between point totals between two judges on the same class are then rechecked and verified by a judging committee. After all classes are checked out, a trophy presentation sheet is prepared. The Special Awards (Best Rod, Custom, Comp; Outstanding Engine, Interior, Undercarriage, etc.) are the last to be done with all judgs evaluating the entries to ensure a fair and unbiased decision. Trophies are then presented on the last night of the show. After presentation, all entries can pick up their individual judging sheets to check on how well they did, and find out what areas need improvement.

By using this judging method, each entrant in an ISCA-sanctioned show receives the fairest and most competent type of evaluation.

RA



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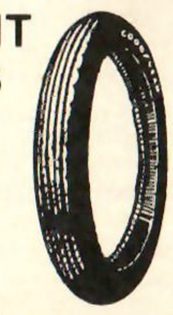

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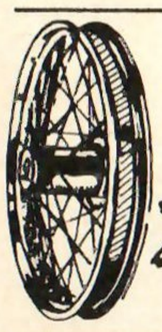

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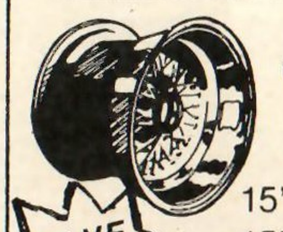

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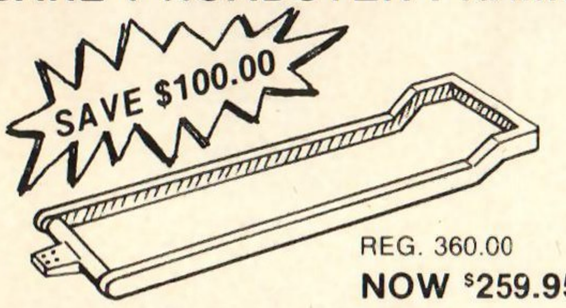

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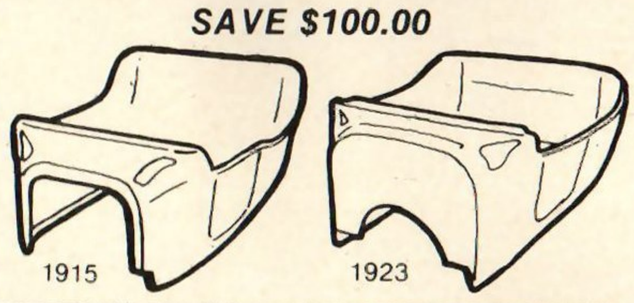

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NSRA

(Continued from page 17)

The interior will come in the form of one of Dave Putnam's Deuce upholstery kits, and the dash will feature a set of Vintage Series gauges from Classic Instruments. A Ron Francis Component Panel wiring kit will be used, and Mr. Roadster supplied the headlights and an electric wiper. CSR will add a pair of the "mail slot" taillights in the rolled rear pan, typical of other hiboys they have built.

Before work was begun, Chuck Lombardo of California Street Rods contacted well-known street rod illustrator Thom Taylor and they discused the project in detail. Thom transformed Chuck's ideas into near reality through his rendering, and construction was started. The Wescott body will have a CSR rolled rear pan and the stock door hinges will be replaced with a set of concealed hinges. A filled Wescott grille shell will hold a repro insert from The Early Ford Store, and graphics will be added to the lower part of the body to help carry out the theme. Boyd Coddington of Hot Rods By Boyd will create a set of special windshield posts, and The Carriage Works' Curt Cunningham will machine a unique dash panel from aluminum. CSR will add a few other special detail features to the car to make it a truly distinctive, state-of-the-art hiboy. The finished car will be just as at home on the street as in a car show, and one that anyone would enjoy owning.

To be eligible to win the California Street Rods' prepared '32 Ford roadster to be given away by NSRA during the 14th Annual Street Rod Nationals, you must be a registered participant of the event, present when the drawing is made, and you must have a street rod on the grounds. For more information about the 1923 Nats, or to get an entry form, write to: National Street Rod Association, 3401 Getwell #103, Memphis, TN 38118. RA

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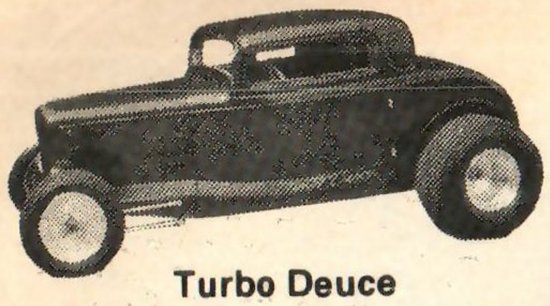

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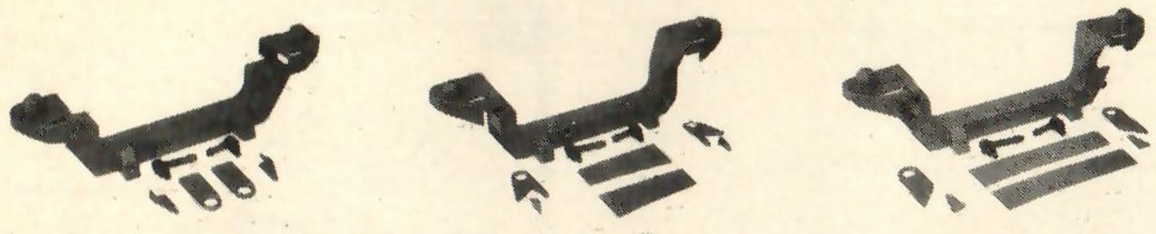

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Bird Automotive 61
Cal-Race Parts 89
California Custom Roadster, Inc. ... 82
California Street Rods 63
Carwin Action Books 72
Chassis Engineering 86
Classic Custom Car Works 88
Classic Instruments 63
Cunningham Cast Metals 71
The Deuce Factory 29-31-33-35
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Gennie Shifter Co. 65
Gibbon Fiberglass Reproductions .. 80
Ray Godman Hi-Performance Specialties 12
Paul Horton Street Rod Products ... 87
Inglese Induction Systems, Inc. 6
Javelina Corp. 59
Johnsons Engineering 69
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Lobeck's Hot Rod Parts 18
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MAS Racing Products 90-C/3
McLean Wheels, Inc. 13
Mr. Gasket C/4
Mr. Roadster 19
Model T Shop 23
NSRA 17
Old Chicago Auto Parts 87
Parr Automotive 65
Pete & Jake's 11
Posies 78
Progressive Automotive 84
Gene Reese Chassis & Components.. 57
Reliable Motoring Accessories 51
Rick's Antique Auto Parts 57
Rod & Custom Specialties 32
Rod "n" Stuff 81
Rodtin Interior Products 69
Ed "Big Daddy" Roth 83
Santa Rosa Street Rod Reunion 58
SNSRA 64
Sbarbaro Hot Rods 70
Schoolhouse Graphics 71
Snow-White Ltd. 30
Specialized Auto Parts 43
Specialty Cars 73
Speedway Motors, Inc. 15
Steve Smith Autosports 5
Summers Brothers 69
Sunshine Rod & Custom, Inc. 16
Super Bell Axle Co. C/2-3
TCI Engineering 9
Total Performance 7
Ultra Cars an' Components 69
Vintage Auto Parts 70
Vintage Ford Parts of Arizona 49
Wabbit's Wood Works 68
Walker Radiator Works 89
Wardlow Top Shop 57
Wessman Enterprises 59
Wescott's Auto Restyling 14
Windsor Fabrications 42

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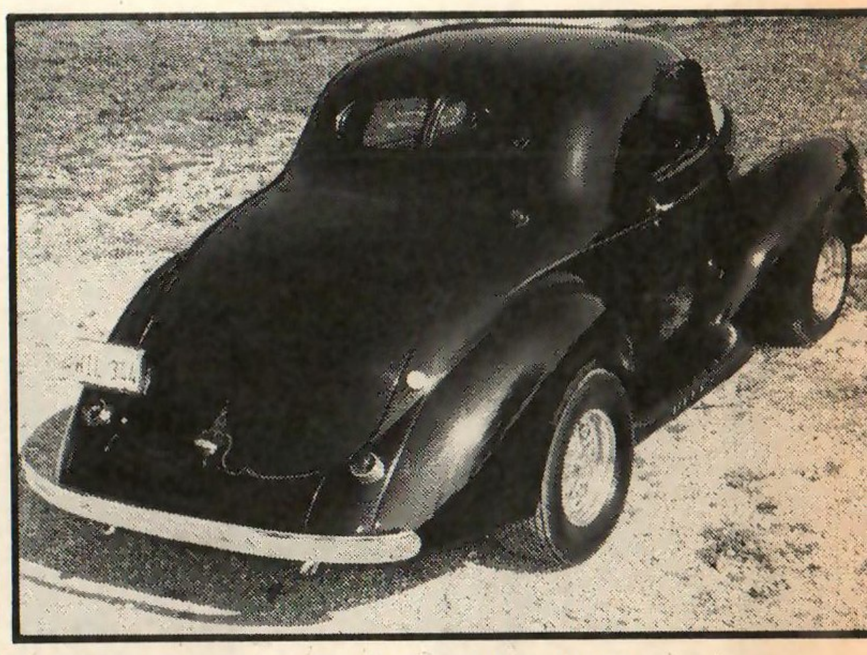
WILD

(Continued from page 35)

and spindles and then coupled with Volvo disc brakes, Monroe shocks, and rack and pinion steering. The master cylinder is a reworked Ford, it operates discs in front and drums braking on the '58 Oldsmobile rear end which also has Monroe shocks.

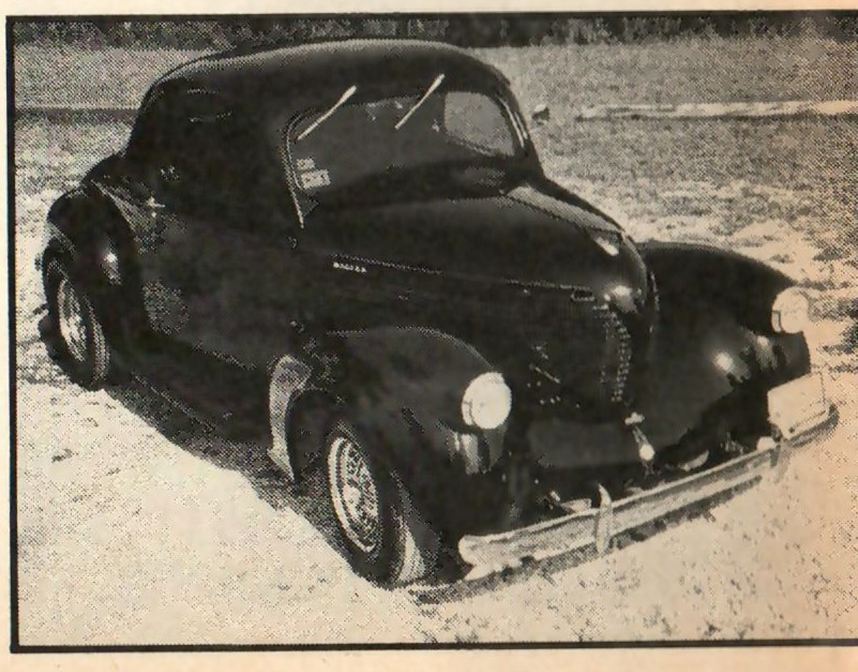
Inside a '38 bench seat has been re-covered in an Oxblood colored material by Jim McFall who also did the detailed trunk area. Other stock appointments which have been modified include a '38 dashboard outfitted with Stewart-Warner gauges, Audio Vox stereo radio and Cobra C.B. All the necessary wiring on this project was handled by Peterson. The steering column is stock but does have an aftermarket wooden steering wheel. A Ford Pinto (Mustang) floor mounted shifter is used to select gears on the '70 Torqueflite transmission that has been beefed with Chrysler heavy duty components.

Making sure this Willys keeps its performance image, gained over the years, is a '70 Chrysler Hemi that



Body and paint work was handled by Peterson and Curt Shroder; coloring is black lacquer.

While the front bumper is stock the headlights are homemade.



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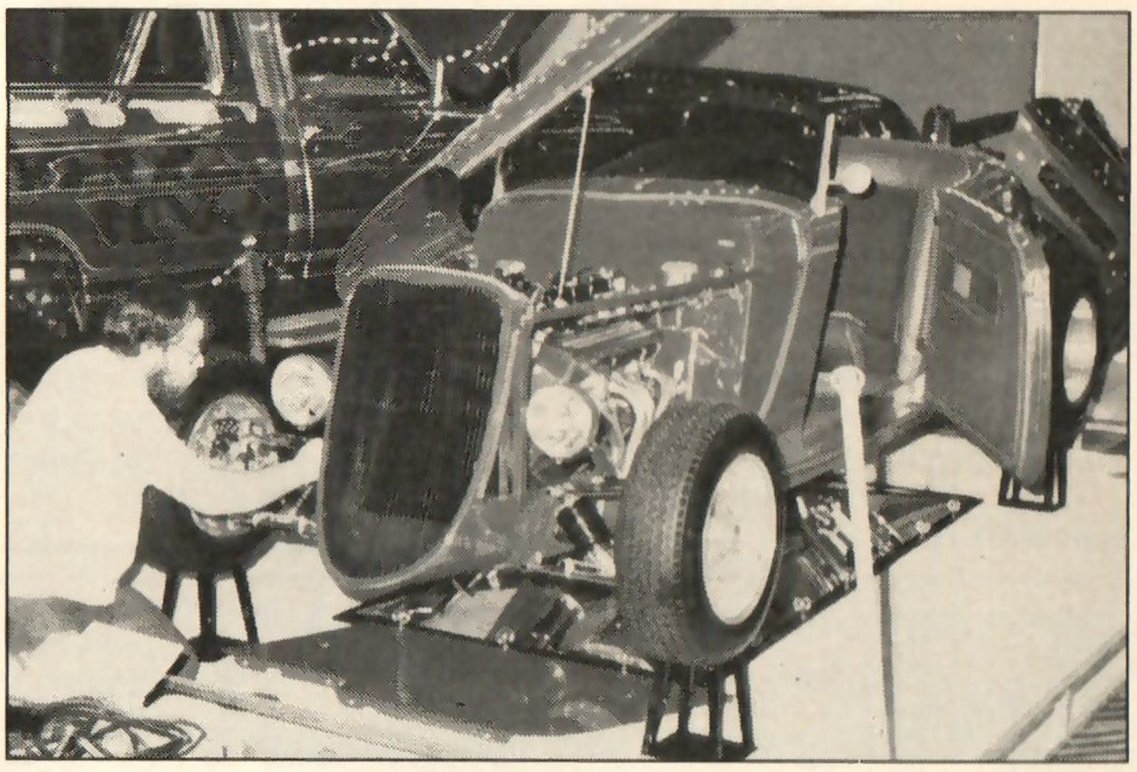

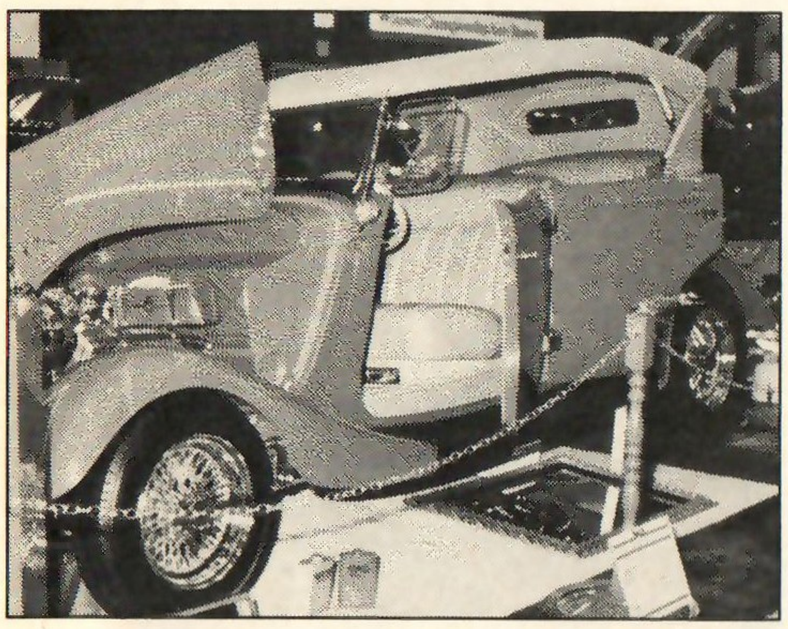

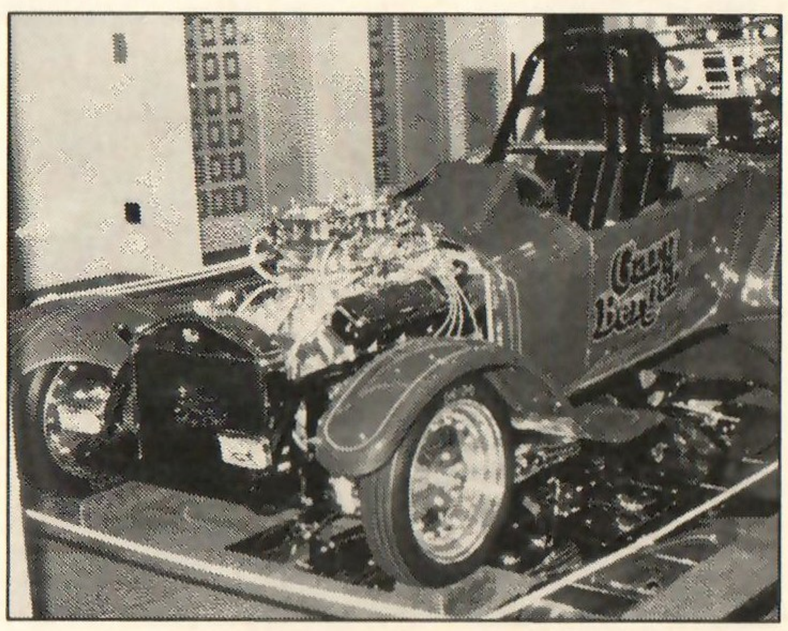

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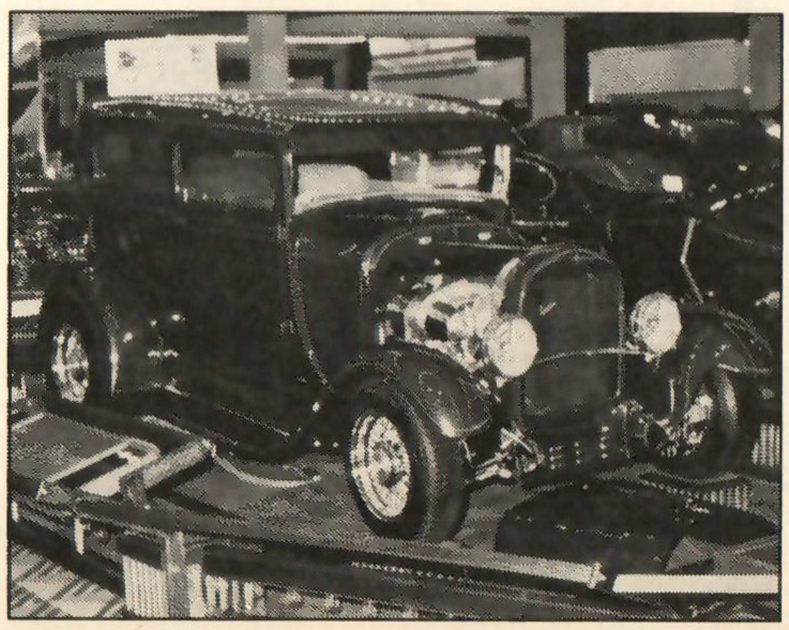

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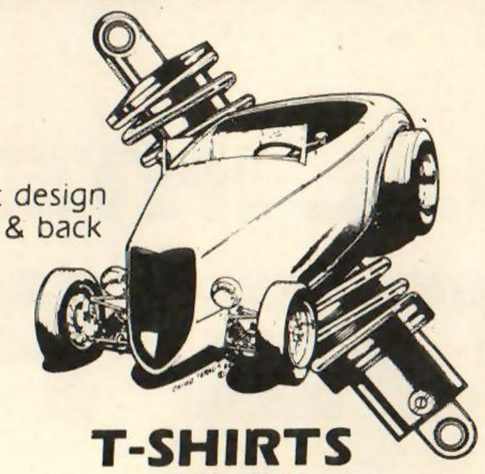

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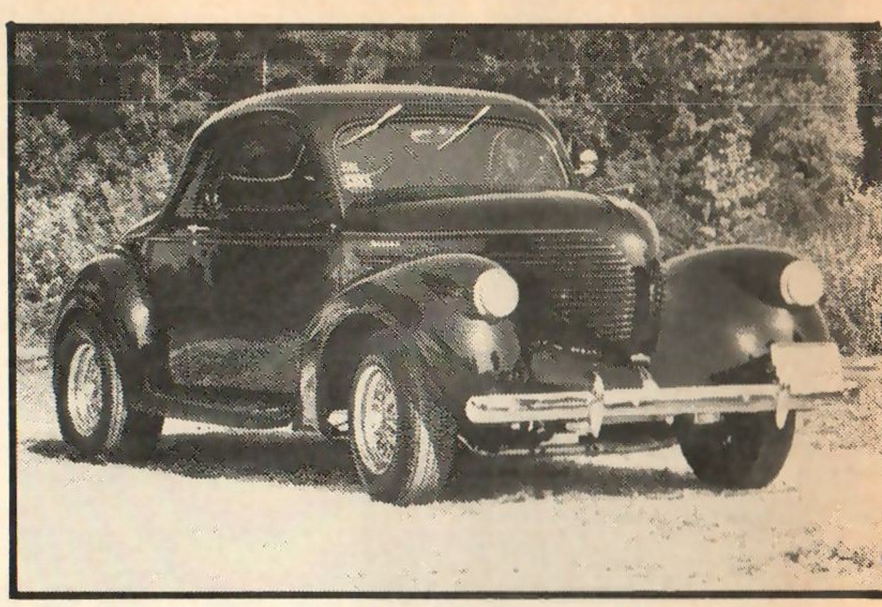
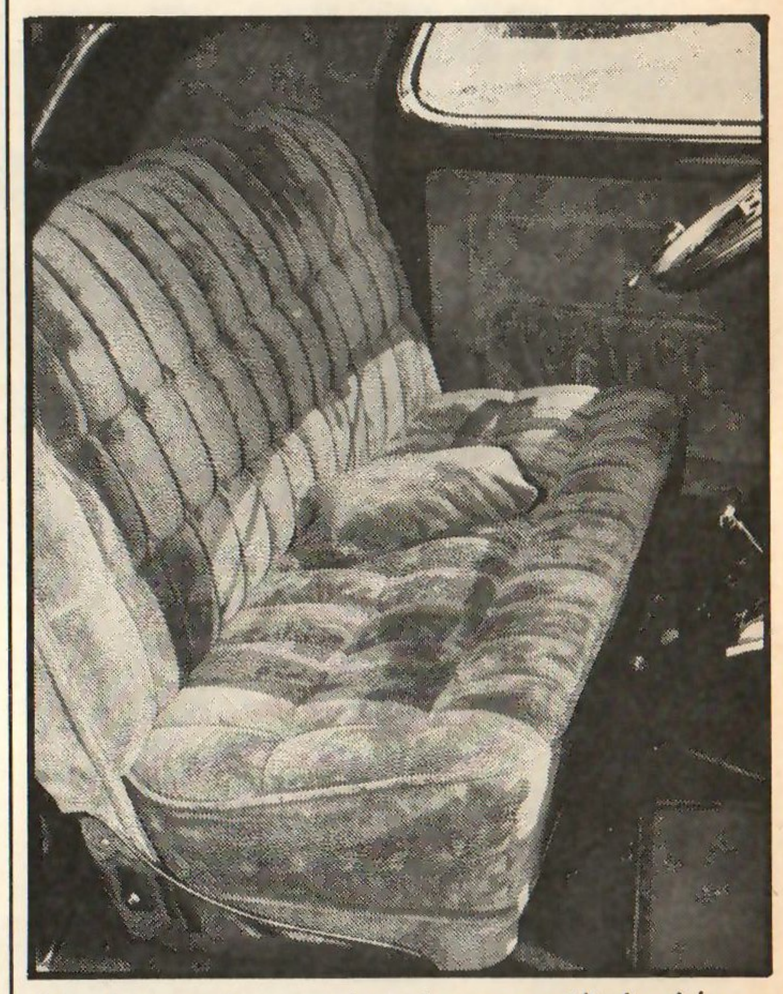
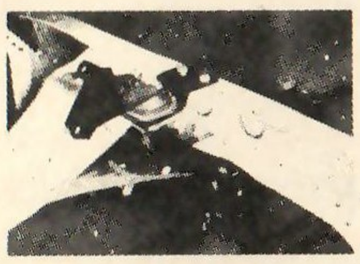


Combination of stock and aftermarket make up the front end. A stock Willys axle and spindles are blended in with Volvo disc brakes, Monroe shocks and leaf spring.



Stock bench seat has been restitched in Oxblood colored cloth material by McFall.

Bolt a Chevrolet V-8 into the 1935-40 Ford the CHASSIS ENGINEERING way



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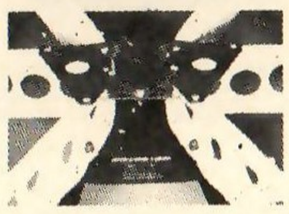

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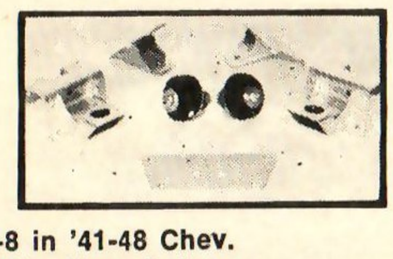
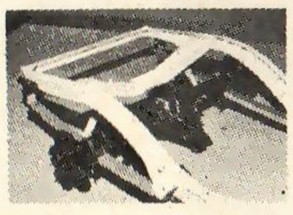


Chev. V-8 in '41-48 Chev.
Bolt in Kit—Eng. & Trans.
Bolt in Power Steering Adapter

Complete Bolt on Kit



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Bolt on Shock Kit

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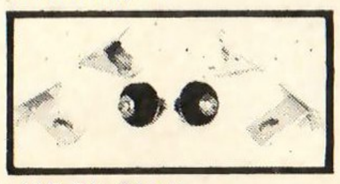

Chev. V-8 in '37-39 Chev.
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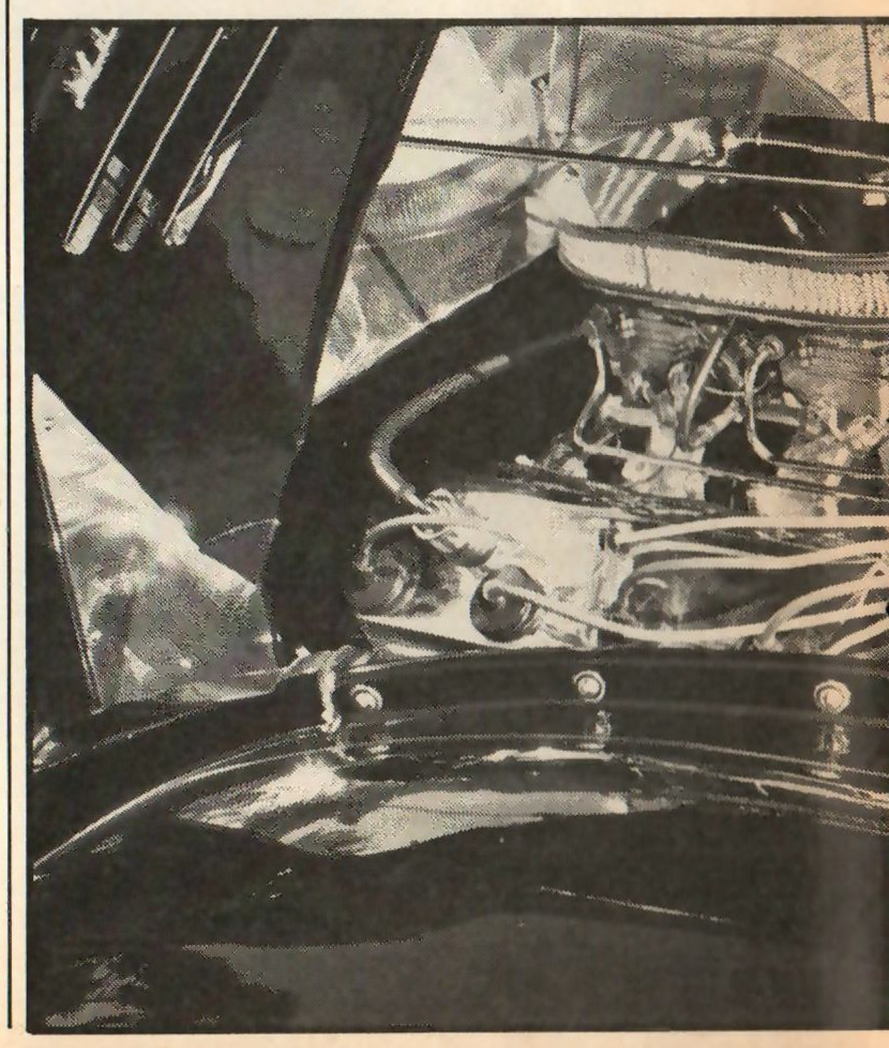
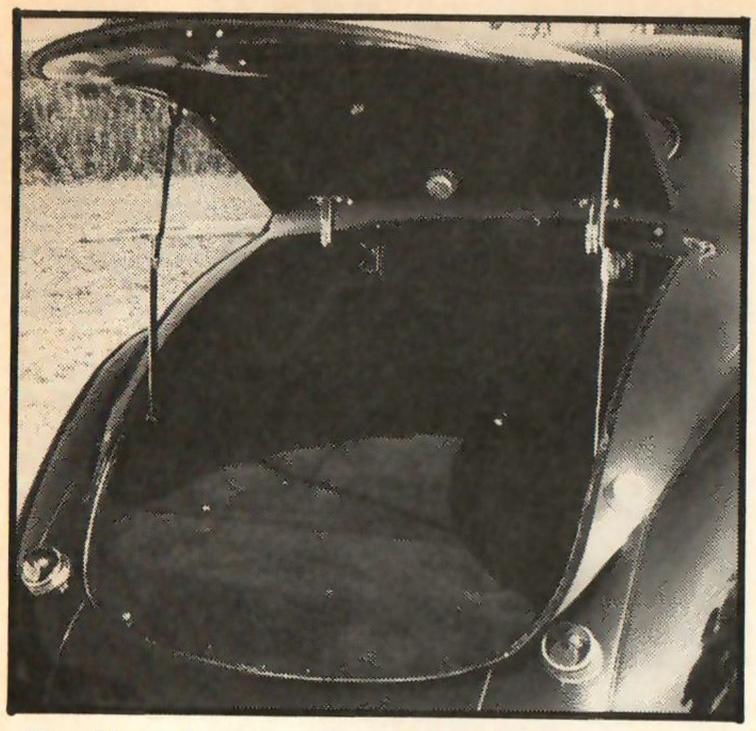


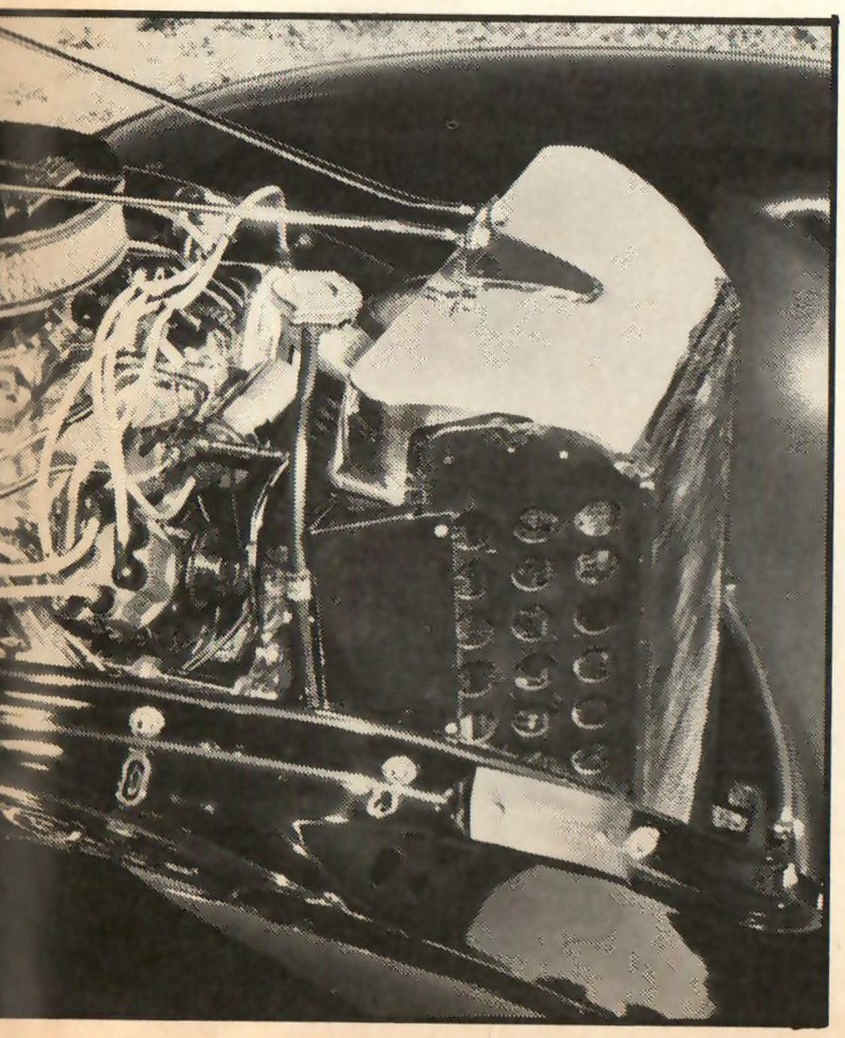


Jim McFall, who did the interior, also got the responsibility of finishing off the trunk area. Rear bumpers and taillights are stock '38 Willys.

has been installed. The 426 cubic inch V8 is decked out with in-line twin four-barrel carburetors, home-made exhaust headers and related Chrysler performance products. Plenty of chrome and additional detail work make the engine compartment really stand out. Even with all this potential power and such a large vehicle, mileage is a respectable 15 miles per gallon for this performance oriented street rod.

Peterson and his wife Mary make the local street rod scene with the Willys as members of the Quad Cities Vintage Rods. There will be no mistaking this rod for any other with its distinctive looks and top notch performance. RA

To make sure this Willys can uphold its racing heritage set forth by other Willys this one is fitted with a 426 cubic inch Chrysler Hemi. Twin four-barrel carburetors feed the fuel while stock Chrysler ignition fires the fuel load; headers are homemade. Plenty of detail and chrome work set off the engine compartment.



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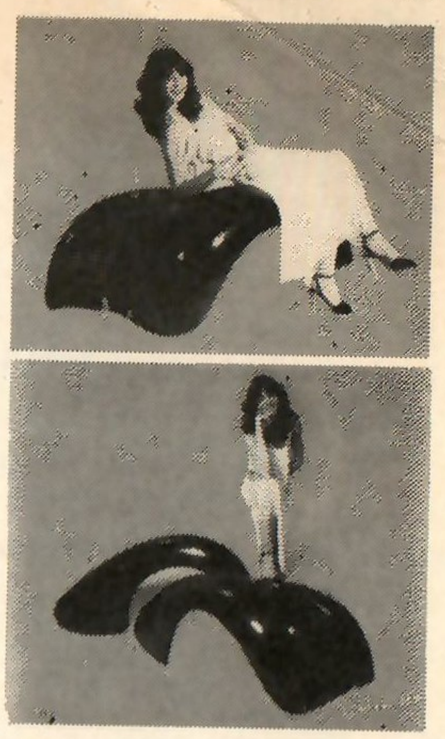
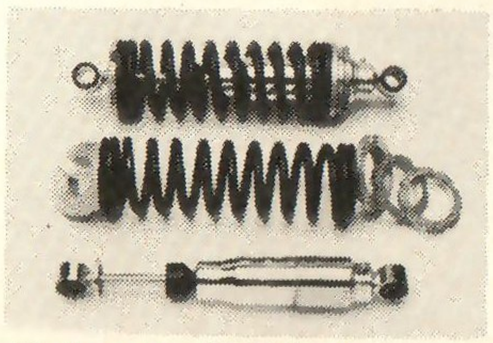
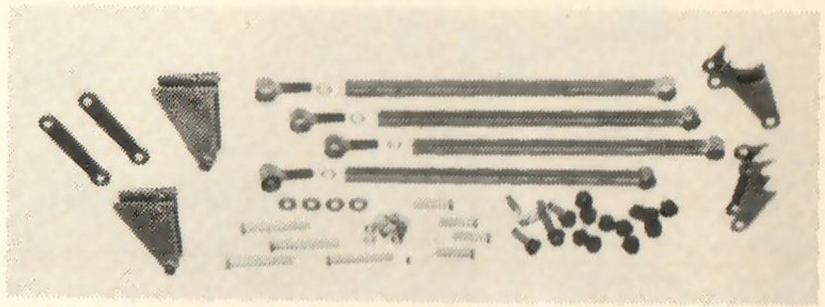


"A" BUILDERS!!!

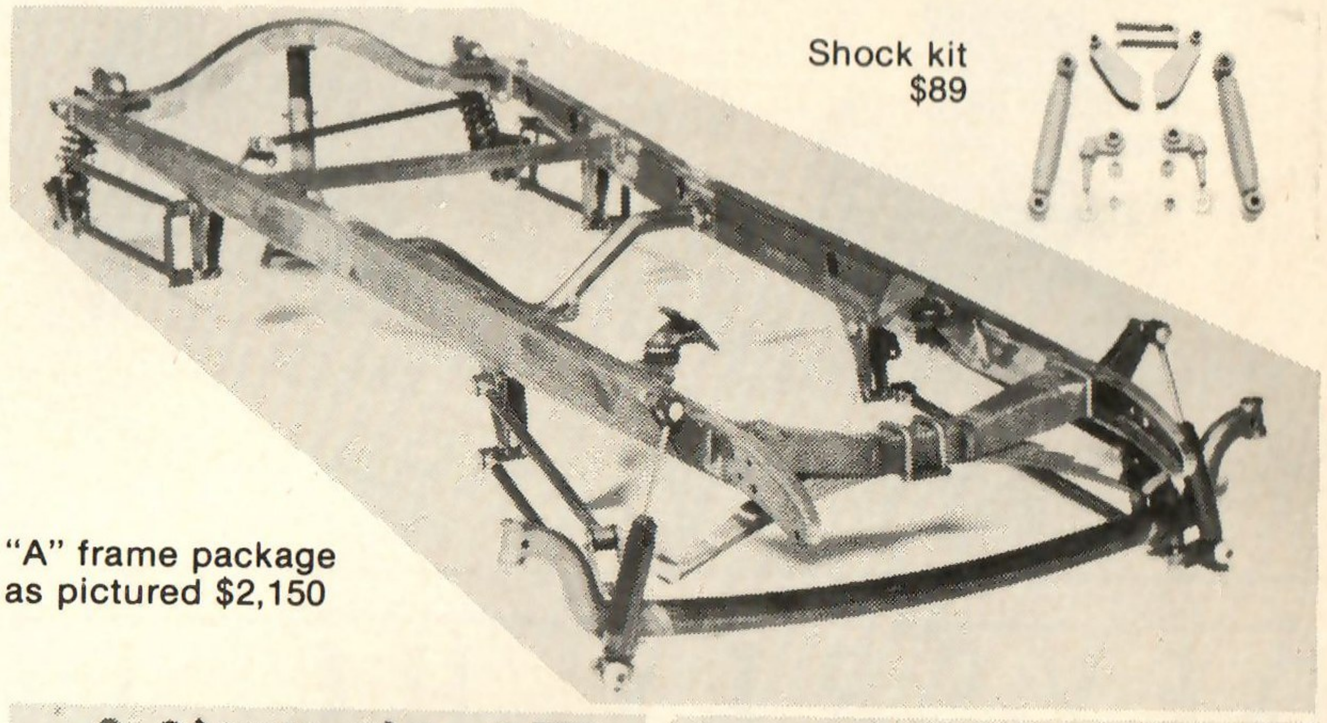
(AND OTHERS)



Coil overs $325/pair

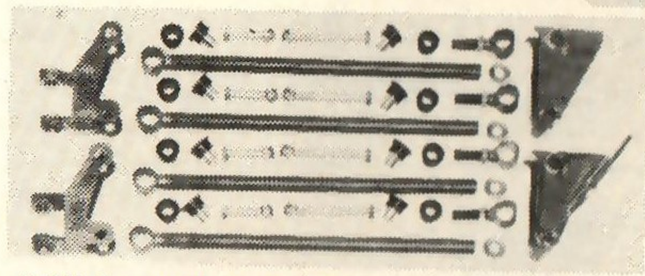


"A" rear 4-bar $265 ('32 and '34 Ford $275)

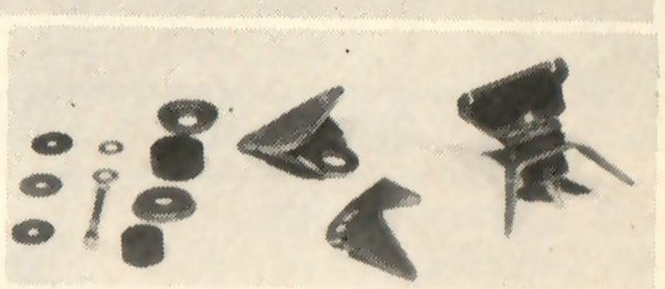


Shock kit
$89

"A" frame package
as pictured $2,150



"A" front 4-bar $260
('32 and '34 front 4-bar $260)



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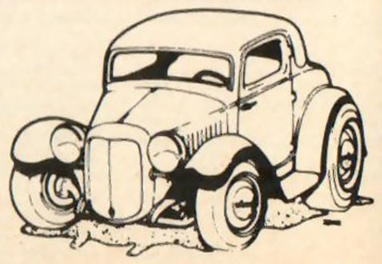
'34 FORD FRAMES

PAUL HORTON STREET ROD PRODUCTS



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VISA

1(519) 648-2150
Catalogue $3.00 (refundable)

ROT

(Continued from page 27)

was ground clean. Clean metal is a must when doing any kind of body-work to remove rust once and for all.

New metal had to be shaped for the missing pieces. This was done in two steps. First the lower section received a strip of metal brazed into place; when finished will give the windshield frame a lat surface to close against. The next was a bit trickier. Not a simple flat surface this time but a section with curves and dips and all those potentially hard to make shapes. The solution was simpler than anticipated. Make up a rough approximation of the shapes, braze into place and break out the lead paddles plus files. Filing with lead is another story. After spending many hours of doing it, one can understand why many rodders would use plastic filler in a repair job. Of course, knowing your car is steel makes up for the slightly longer time it takes to master lead. (Editor's Note: In the December '82 issue of *RA* Tex Smith did an excellent story on how to do lead work.)

You really get to know a car when you work with lead. Running the file over and over the lead builds into a rhythm you can almost hear; the car begins talking to you, "WORKING . . . STREET ROD . . . FILING . . . SOMEDAY . . . IT'LL RUN . . . but maybe you had to be there! ●

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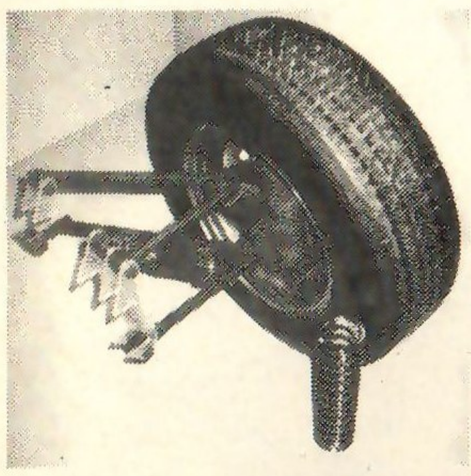
Introducing:
Complete independent front suspension for Model "A", '32-'34



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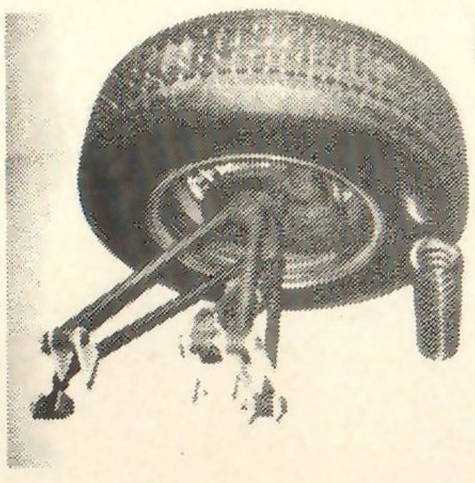
Call or write for more information



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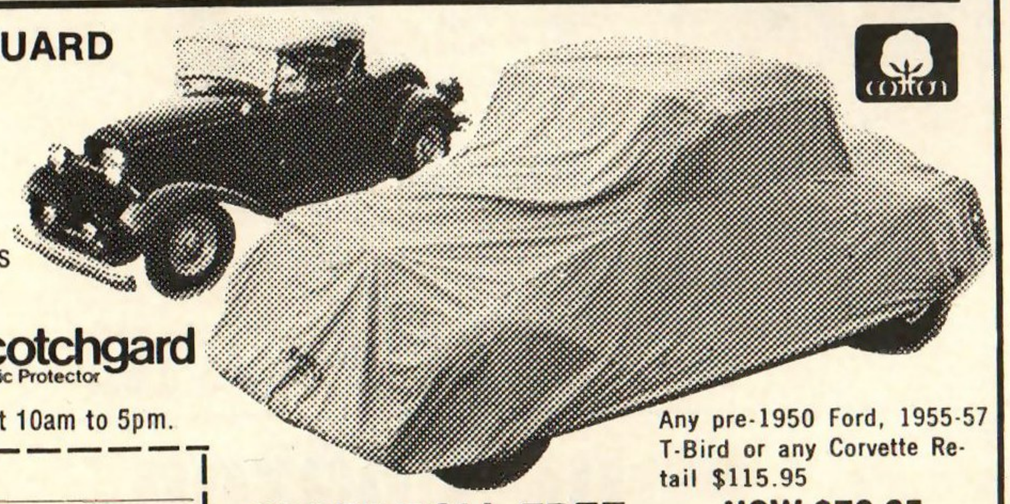

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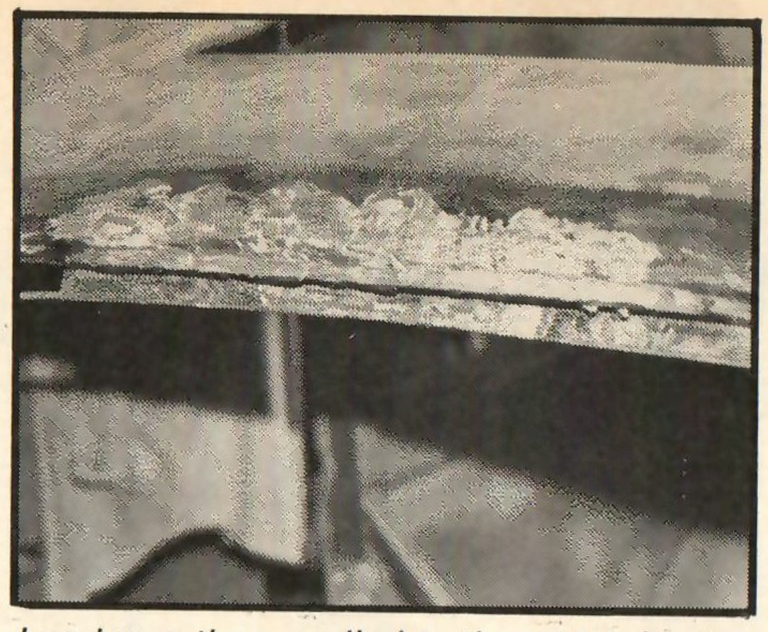
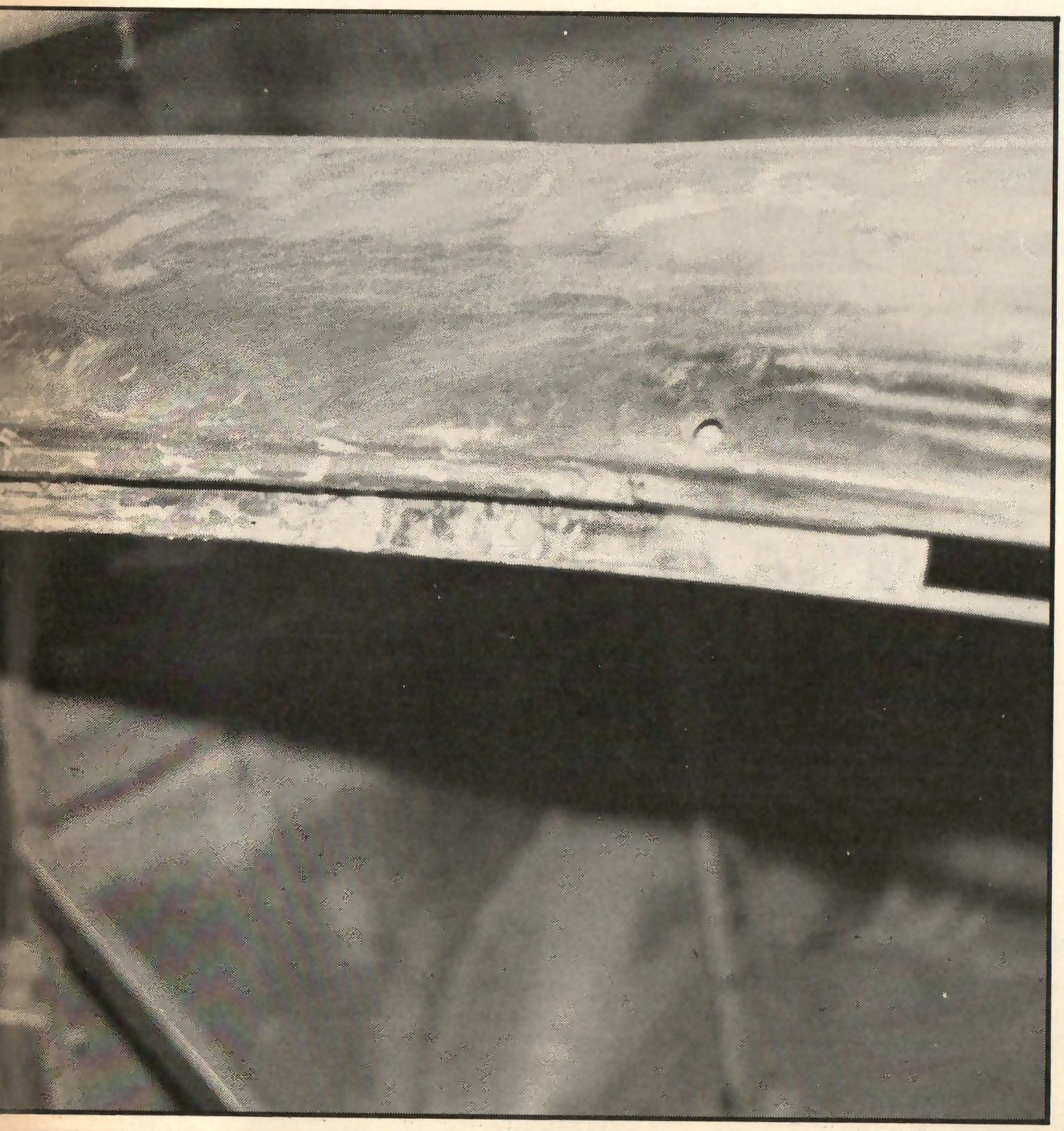


Lead was then applied to the patch in seemingly heaping quantities. Filing the top part didn't look too bad but what about underneath? Hard work loomed ahead.

A rough approximation of the missing metal was formed out of new sheet metal and brazed into place in the same manner as the first section.

The results of 1500 man hours of filing! Or so it seemed. A good lead worker can finish file and be ready to paint rather rapidly! We'll probably finish with some Bondo!



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Series

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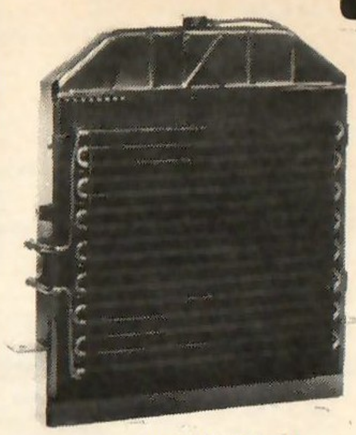
Radiator & Air Conditioner Condenser BUILT IN ONE!



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Simple Bolt-In Application

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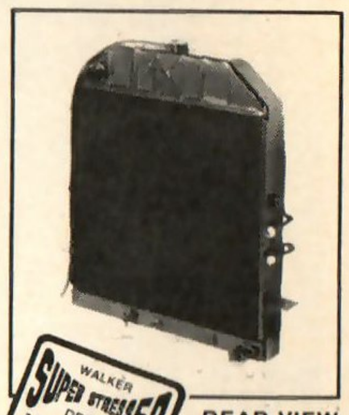

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- ★ Crankshaft: CAL-RACE Hi-Rev Crank, Straight crank, Magnafluxed, race or street ground, custom champhered oil holes, shot peened, max. fillets, competition polish.
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Cast Aluminum 7½ qt. Cobra Pan
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Complete w/Element

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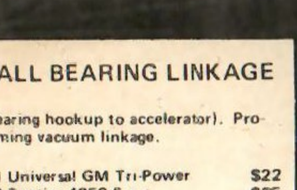
292-0100	Chrome Wing Nuts (2)	$ 4

CAL CUSTOM CUSTOM PEDAL PADS



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Set of 8 urethane bushings, steel sleeves

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Chrome plated 7" Hi-Low beams; single stud mounting. Cpl. w/12V sealed beam, wiring.
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Cast aluminum posts have a hole through the center to completely conceal wires.
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Highly polished solid brass script.
6" in Length

675-72197	"Die Cut"	$12
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Finest mahogany rim with chrome plated spokes! Has 3/4" hole with key way slot. Two sizes in chrome or brass!

765-72226	5/8" Nut - Brass	$ 5
765-76524	5/8" Nut - Chrome	$ 6
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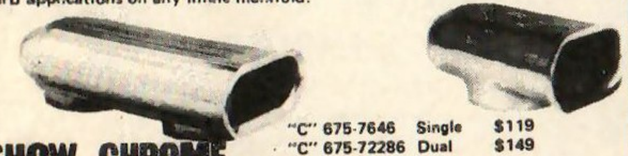
765-72227	15-1/2" Brass	$72
765-72228	15-1/2" Chrome	$72
765-7629	Corvair Shaft Adapter	$15

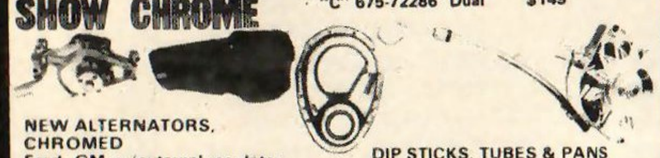
QUAD CARB SCOOPS

Heavy cast – polished – massive! Beautifully finned; available for single and dual carb applications on any inline manifold.



"C" 675-7646 Single $119
"C" 675-72286 Dual $149

SHOW CHROME



NEW ALTERNATORS, CHROMED
Ford, GM w/external regulator.
Mopar, GM w/internal regulator.
All models available – specify $89

CHROME ALTERNATOR KITS
Specify Application $55

CHROME STARTERS
Ford – $91 All Others – $99

CHROME WATER PUMPS (Chev S.B.)

348-7867 Water Pump	$55
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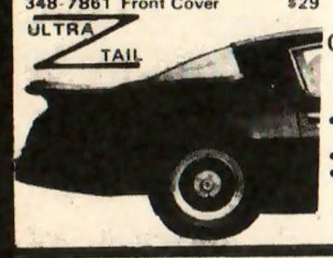
348-283	Chev S.B. Dipstick & Tube	$13
348-396	Chev B.B. Dipstick & Tube	$13
348-351	Turbo 350 Dipstick & Tube	$13
348-401	Turbo 400 Dipstick & Tube	$14
348-350	Turbo 350 Chrome Pan	$38
348-400	Turbo 400 Chrome Pan	$38

ULTRA TAIL CAMARO-FIREBIRD WHALE TAILS $269

205-16208



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- Bolts on fiberglass deck (fully assembled) with whale tail attached!
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- Steel reinforcements at all mounting points ensure proper fit & long life!

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Mickey Thompson

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NEW! Street Rod Special 33x19.5-15LT $189 ea.

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G70-14	7.3	26.5	77.40
H70-14	7.7	27.5	81.86
J70-14	8.5	28.0	83.43
F70-15	6.5	26.5	79.49
G70-15	6.7	27.5	81.08
H70-15	7.5	28.5	81.33
A60-13	6.7	22.5	60.86
D60-13	7.3	24.5	69.26
D60-14	7.3	24.7	69.43
G60-14	8.5	25.5	77.85
L60-14*	10.5	27.0	96.73
C60-15	6.7	24.3	67.88
E60-15	8.0	25.7	76.65
G60-15	8.5	26.5	80.35
L60-15*	10.5	28.0	100.55
H50-14*	10.5	26.0	96.24
N50-14*	12.5	25.7	109.54
E50-15*	7.5	24.7	79.08
F50-15*	8.0	25.0	82.15
H50-15*	10.5	26.0	100.72
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All Sizes RACING TUBES – $34

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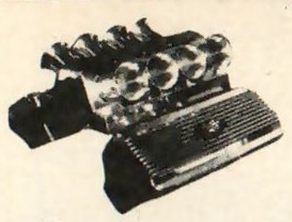

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$149

THE HEMI LOOK FOR CHEVY V8

An exciting new look for your small block Chevy! Get the massive, powerful big block look without changing engines – get the super-charged or injected look with carbs.

"Injector I" Air Cleaner

"C" 595-500P Polished	$299
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"Hemi-Style Valve Covers for S.B. Chev"

595-100P Polished	$229
595-100 Black	$179

NEW! Fuel injector scoop for that FUNNY CAR/TOP FUELER look! Simply bolt on to single or dual carbs – bolt on top of a pro-ram manifold for the "full competition" look. Fits 5-1/4" carb necks; cast in aluminum, then polished, accelerator acuated red anodized butterflies! Paper filter elements; installation hardware included.

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CHROME HORNS $19 and up

Original
Enamel Finish with Chrome Megaphone
542-B-12V $19

Chrome
Fully Chromed Show Model
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Reproduction 'T' Windshield Frames

ROUND TOP

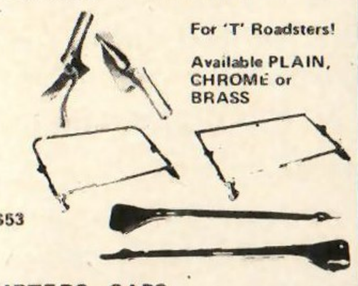
675-72125 Plain	$102
675-76458 Chrome	$141
675-72126 Polished Brass	$170

SQUARE TOP

675-72127 Plain	$102
675-76457 Chrome	$141
675-76133 Polished Brass	$157

CHROME WINDSHIELD POSTS

910-111 Short	$53
675-76123 Long Steel - Plain	
675-76124 Long Steel - Chrome	

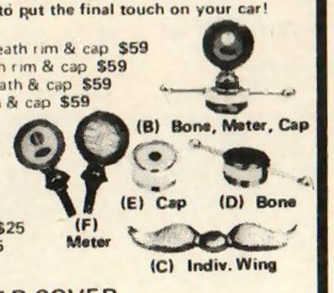


For 'T' Roadsters!
Available PLAIN, CHROME or BRASS

WINGS - METERS - CAPS

Select a beautiful, functional gauge to put the final touch on your car!

(A)	765-7246 Chrome wings, meter w/wreath rim & cap	$59
	765-7248 Brass wings, meter w/wreath rim & cap	$59
(B)	765-7250 Chrome bone, meter w/wreath & cap	$59
	765-7252 Brass bone, meter w/wreath & cap	$59
(C)	765-7294 Chrome - Wing only	$22
	765-7295 Brass - Wing only	$22
(D)	765-7296 Chrome - Dogbone	$22
	765-7297 Brass - Dogbone	$22
(E)	765-7290 Chrome - Hex cap	$15
	765-7291 Brass - Hex cap	$15
(F)	765-7269 Chrome - Meter w/wreath	$25
	765-7287 Brass - Meter w/wreath	$25



CORVETTE REAR COVER

Finned aluminum, polished or unpolished. Heat treated for strength!

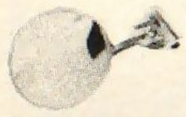
675-7673 Plain $106

'T' COWL LIGHTS NEW! Beautiful Repro!

Available with clear, amber or red lens!
Specify color of lens when ordering.

675-72327 Chrome Plated	$ 89 ea.
675-72169 Polished Brass	$139 ea.

CHROME REAR VIEW MIRROR $26



Available in chrome or brass! Right or Left!
Clamps quickly and securely to windshield frame.

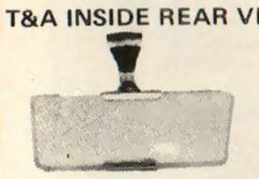
675-72323 Brass	$26
675-72324 Chrome	$30

LICENSE PLATE BRACKET $38

Attach license plate to tube front axle.

675-76318 1¾" axle	$38 pr.
675-76319 2" axle	$38 pr.

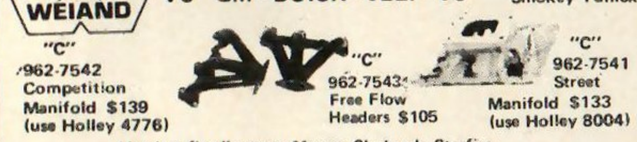
T&A INSIDE REAR VIEW MIRROR $29



Clamps quickly and securely to windshield frame.
2-3/4" x 6"

675-73108 Chrome	$34
675-73107 Brass	$29

WEIAND V6 GM - BUICK - JEEP V6 Designed By Smokey Yunick



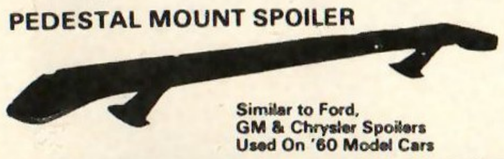
"C" 962-7542 Competition Manifold $139 (use Holley 4776)
"C" 962-7543 Free Flow Headers $105
"C" 962-7541 Street Manifold $133 (use Holley 8004)

Headers fit all except Monza, Skyhawk, Starfire.

KNOCK OFF HUB KITS $39

Choose Either 2 or 3 Bar! Constructed of Chrome Plated Metal! Available FOR ALL POPULAR MAG & WIRE WHEELS!
Set of 4 w/Adaptors 750-000

PEDESTAL MOUNT SPOILER $179

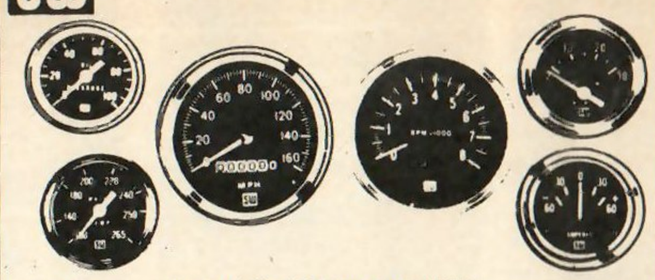


Similar to Ford, GM & Chrysler Spoilers Used On '60 Model Cars

CRAGAR S/S

SEND $1 + SASE FOR OUR NEXT 3 CATALOGS

SW STEWART WARNER GAUGES

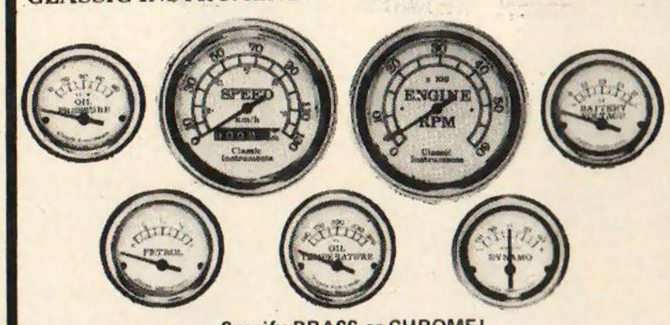


2-1/16" — Authentic Black & White Original Style — 2-5/8"

DELUXE MECHANICAL – BLACK & WHITE

840-82310	$13.04	30-0-30 Ammeter	N/A	
840-82311	$13.04	60-0-60 Ammeter	840-82404	$15.00
840-82322	$21.36	0-80 Oil Pressure	N/A	
840-82323	$21.36	0-100 Oil Pressure	840-82406	$23.34
840-82319	$26.63	0-10 Fuel Pressure	840-82405	$24.68
840-82328	$24.69	0-30 Vacuum	840-82411	$26.62
840-82326	$29.79	100-265 Water Temp.	840-82409	$31.75
840-82327	$30.35	140-325 Oil Temp.	840-82410	$32.73
840-82303	$19.00	12V Fuel Level	840-616B	$24.40
840-385B (RH)	$10.76	Fuel Sender 6-12" Tank	840-385C (LH)	$10.76
840-284F	$25.50	40-0-30 Press./Vacuum	N/A	
840-284AL	$38.05	12V Clock	N/A	
840-366FF	$ 1.90	Pressure Gauge Inst. Kit	840-366FF	$ 1.90
840-366CH	$ 2.20	12V Light Kit	840-366CH	$ 2.20
840-550BP	$39.50	0-160 Speedometer	3-3/8" Diameter	
840-997R	$79.50	0-8000 Tach (Electric)	3-3/8" Diameter	
840-82150	$83.12	0-6000 Tach (Electric)	3-3/8" Diameter	

CLASSIC INSTRUMENTS



Specify BRASS or CHROME!

Classic Instrument gauges feature the best design – plug in lighting, heavy brass case, and are electrical. Gauges are 2-1/8". Speedo and tach - 3-3/8". When ordering speedo, specify GM or Ford (cable and pulse generator incl.)

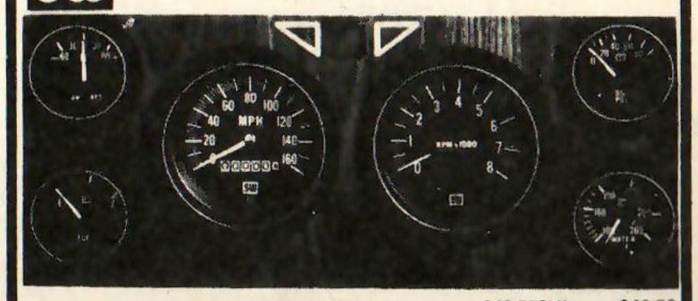
	GAUGE		SENDER REQUIRED	
313-120	Speedometer	$71	Mechanical	
313-600	6000 rpm Tach	51	None Required	
313-800	8000 rpm Tach	51	None Required	
313-881	0-80 Oil Pressure	24	313-254 1/8" p.t.	$12
313-810	Fuel Level Gauge	24	313-235 6"-24" Tank	11
313-828	Oil Temperature	26	313-222 1/8" p.t.	7
			313-223 1/4" p.t.	7
313-826	Water Temperature	26	313-224 3/8" p.t.	7
			313-225 1/2" p.t.	7
313-866	Ammeter	24	None Required	
313-830	Voltmeter	24	None Required	
313-890	Electric Quartz Clock	59		
313-892	Electric Mech. Clock	42		

More Nostalgia . . .

Solid Brass or Chrome Plated Bezel

3" (2-1/8" 10) 313-500 Chrome $4
313-550 Brass $4

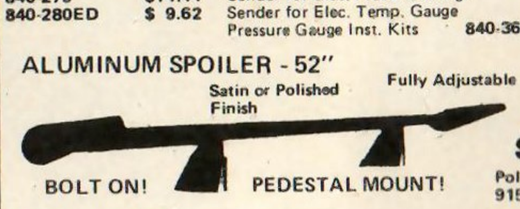
SW STEWART WARNER - Stage IV Gauges -



		0-160 Speedometer	840-550HH	$42.50
840-977J	$79.00	0-8000 Tachometer		
840-977K	$79.00	0-6000 Tachometer		
90° ELECTRICAL			270° MECHANICAL	
840-284A	$14.99	30-0-30 Ammeter		
840-284AB	$22.33	60-0-60 Ammeter		
840-284H	$23.10	10-16 Voltmeter		
		0-15 Pressure	840-284E	$27.62
840-284AE	$20.95	0-80 Oil Pressure		
840-284L	$20.95	0-100 Oil Pressure	840-284D	$23.33
840-284J	$20.95	100-280 Water Temp.	840-284B	$31.75
840-284K	$31.15	140-320 Oil Temp.	840-284C	$32.76
		40-0-30 Vacuum/Pressure	840-284F	$24.63
		0-30 Vacuum	840-284AH	$26.55
840-284M	$20.95	12V Fuel Level		
840-385B (RH)	$ 9.70	Fuel Sender 6-12" Tank	840-385C (LH)	$32.72
840-284AL	$56.07	12V Clock		
840-366CH	$ 2.20	Light Kit	840-366CH	$ 2.20
840-279	$14.44	Sender for Elec. Pressure Gauge		
840-280ED	$ 9.62	Sender for Elec. Temp. Gauge		
		Pressure Gauge Inst. Kits	840-366FF	$ 1.90

ALUMINUM SPOILER - 52" $69

Satin or Polished Finish — Fully Adjustable — Satin Finish 915-4173



BOLT ON! PEDESTAL MOUNT! $79 Polished Finish 915-4179

TRU-CLASSIC® $129

TRU-CLASSIC (4½ - 4¾ - 5 - 5½" B.C.)

Size	Chrome	Brass Spokes
15x6	$129	$165
15x7	139	175
15x8	144	179
15x10	159	185

Center Caps Included.
Lug Nuts, add $1 ea.
Knock-Offs, $19 per pr.

Specify 5-Bolt Circle
4½, 4¾, 5, 5½ and 6 Lug, 5½" Bolt Circle

TRU-SPOKE

SEND $1 + SASE FOR OUR NEXT 3 CATALOGS

WEIAND $35

For Small Block Ford – Black

VALVE COVERS

BLACK VALVE COVERS

962-7210	Ford 332-428	$39
962-7211	Chrysler 273-340	$43
962-7212	Chrysler 361-440	$41
962-7214	Ford Boss 302, 351C & 400 c.i.	$35
962-7215	Ford 260-351W	$35
962-7217	Chev 396-454	$41
962-7201	Chev 283-400	$35
292-0100	Chrome Wing Nuts (pr.)	$4

POLISHED VALVE COVERS

962-7202	Chev 283-400	$36
962-7208	Ford 332-428	$41
962-7209	Chrysler 273-340	$43
962-7213	Chrysler 361-440	$44
962-7216	Chev 396-454	$41

CHROME TIMING COVERS $10

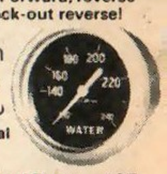
Sm. Block Chev 915-4934 $12
396-454 Chev 915-4935
Chrome Replacement Covers Complete w/Plated Timing Tab!

PRO SHIFTER $89

670-8500 ALL FORD MOPAR GM AMC (except pushbutton)

For Street & Strip! Forward, reverse ratchet action & lock-out reverse!

Auto Meter



2-5/8 Professional Gauges

245-341-1	0-15 Fuel Press.	$27
245-342-1	100# Oil Press.	$25
245-343-1	240° Water Temp.	$37
245-344-1	340° Oil Temp.	$38
245-347-1	0-30 Vacuum	$26
245-348-1	60-0-60 Amps	$19
245-320-2	Mtg. Cup for 2-5/8" Gauges	$ 8
245-340-1	30-0-20 Turbo	$32
245-345-1	280° Trans. Temp.	$40
245-349-1	10-16 Voltmeter	$23

HI RAM MANIFOLDS

Single 4 Bbl. Top	Chevrolet
"C" 962-3984 $199	283-400
"C" 962-3980 $225	396-454 w/ Oval Ports
"C" 962-3983 $219	Rect. Ports
"C" 962-3988 $199	Ford 289
N/A	Ford 302 Boss
N/A	351 Cleveland
N/A	429 Cobra Jet
"C" 962-3986 $213	Mopar 361-400
"C" 962-3987 $229	413-426-440
"C" 962-3991 $239	426 Hemi
N/A	318-440-460

"C" 962-4000 Std. 2/4 Inline Linkage for Hi Ram – $22
"C" 962-4001 Side Mt. 2/4 Hi Ram Linkage – $42

MOROSO BLUE MAX - 8mm Spark Plug Wires

Sustains 500° Temperature
Specify Solid Core or Suppression

$39

660-7282 90° $39 660-7280
660-7284 Hemi $63 Straight V8

SHRINK SLEEVES
660-7203 Set of 10 $9

CLOYES TIMING CHAIN SETS

$69
395-000
Big Block Chev, All Ford, AMC, Mopar, Olds, Pontiac

$64
385-000
Small Block Chev

Aeroquip

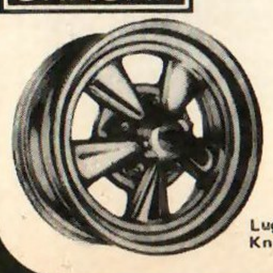
Part No.	I.D.	Pro-Clamp
212-04	.22	$ 4.50
212-06	.34	4.50
212-08	.44	4.50
212-10	.56	4.50
212-12	.69	5.95
212-24	1.38	9.95
212-32	1.78	13.95

Hose Length Available	Price/Ft.
6'	$ 4.00
6' 10'	4.00
6' 10' 15'	5.00
6'	5.75
6'	5.75
2'	13.95
2'	13.95

NEW! 14"-18" FAN

SEND $1 + SASE FOR O

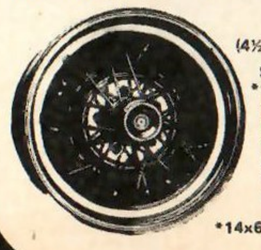
CRAGAR $53



Size	Price Each	Size	Price Each
13x5½	$53	15x4	$59
13x7	$55	15x6	$59
14x6	$55	15x7	$67
14x7	$62	15x8	$75
14x8	$71	15x10	$84
14x10	$83		

Specify standard or reverse offset.
Lug Nuts $1.00 ea.
Knock Offs $19 pr.
S/S GOLD Avail. Add $5 per wheel

TRU-SPOKE® GENUINE WIRE WHEELS $129 14 x 6



TRU-SPOKE (4½ - 4¾ - 5" Bolt Circle)

Size	Chrome
*14x6	$129
14x7	135
14x8	139
15x6	129
15x7	134
15x8	140
15x10	155

SPINNER KNOCK OFF HUBS
44-2003 $19 pr.
(specify wheel style)
LUGS $1.00 EA.

*14x6 Available in both 4-lug 4¼" & 4-lug 4½" B.C.

NEW H.D. FANS! 14-18"

Now available, 14-18" fans with much capacity than two smaller fans. (Blades trimmed for any length.) Has 2 blades.

566-427-5C
for B.B. Chev

Top Performance
Quiet Precision
Simplicity and
Low Cost!

M/T VALVE COVERS

POLISHED ALUMINUM
520-241-16 Mopar 273-360 $37
520-241-5 Mopar 383-440 $47
520-241-17 Ford 302-351C $49
520-241-11 Ford 260-351W $35
520-241-10 Ford 332-428 $54
520-241-1 Chev 283-400 $29
520-241-25 Chev 396-454 $39

BLACK KRINKLE
520-241-37 Mopar 273-360 $37
520-241-36 Mopar 383-440 $47
520-241-43 Ford 302-351C $49
520-241-41 Ford 260-351W $35
520-241-42 Ford 332-428 $54
520-241-44 Ford 429-460 $54
520-241-29 Chev 283-400 $31
520-241-31 Chev 396-454 $39
292-0300 Chrome Twist In Breather Caps $2
292-0100 Chrome Wing Nuts (pr.) $4

14" AIR CLEANER

Complete w/Element

$26

Low Profile –
Only 2-1/2"
Above Carb Lip.

MOROSO 14" DIAMETER SIZE
• For 5-1/8" Holley, Thermoquad, CJ
"C" 660-6590 Gold Aluminum $26
"C" 660-6591 Chrome Steel $30
• For 4-7/16" AFB Carbs
"C" 660-6592 Gold Aluminum $26
"C" 660-6593 Chrome Steel $30
MOROSO 11½" DIAMETER SIZE
"C" *660-6620 Gold Aluminum $17
"C" *660-6621 Chrome Steel $19
MOROSO 8½" DIAMETER SIZE
"C" *660-6630 Gold Aluminum $15
"C" *660-6631 Chrome Steel $17
*Specify 5-1/8 or 4-7/16 carb neck size

THE ULTIMATE FOR COMPETITION!

Small Block Ford & Chev **$199**

Dual 4 Bbl. Top
"C" 962-1984 $199
"C" 962-1980 $225
"C" 962-1983 $219
"C" 962-1988 $199
"C" 962-1989 $214
"C" 962-1994 $229
"C" 962-1993 $249
"C" 962-1986 $213
"C" 962-1987 $213
"C" 962-1991 $239
"C" 962-1995 $229

YES! All Power Ram, Team G & other Weiand Manifolds Available

SPEED-PRO Sealed Power

RACING OIL PUMPS

$27 S.B. Chev

$30 All Ford Engines

$35 All Mopar Engines

TIMING CHAIN SETS

S.B. Chev	$38	*The BEST*
B.B. Chev	67	*for LESS!*
S.B. Mopar	41	
B.B. Mopar	49	
All Ford	49	
All Olds	48	
Pontiac	64	

FLEX FANS

850-000 **$10**

Specify Steel, Aluminum or Urethane.

SUPER TACH

$35 850-000

Sun CONSUMER PRODUCTS

Complete with Mounting & Cup

CAST IRON EXHAUST CUT-OUT

292-4028

$23

Eliminates Back Pressure. Complete w/Dash Control.

14-18" Diameter Fan
Fan w/thermostat
382-1000-18T $79

14-18" Diameter Fan
Fan w/o thermostat
382-1000-18 $69

10" Diameter Fan
Fan w/thermostat
477-3635 $59

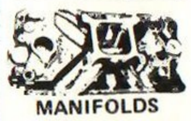
Fan w/o thermostat
477-3630 $49

12" Diameter Fan
Fan w/thermostat
477-3645 $69

Fan w/o thermostat
477-3640 $55

NEXT 3 CATALOGS

Edelbrock



MANIFOLDS

FORD 260-302 WINDSOR
365-2755 Torker $129
365-2121 Performer $135
365-3355 SP-2P 4V $136
FORD 351 CLEVELAND
365-2760 SP-2P 2V $127
365-2760 Torker $143
365-2765 Scorpion $127
FORD 351M & 400 c.i.
365-2171 Performer $136
365-3370 SP-2P 4V $146
365-5171 SP-2P 2V $146
FORD 351W
365-2181 Performer $133
365-5161 SP-2P 2V $142
FORD 352-428
365-3305 SP-2P 4V $186
FORD 429-460
365-2795 Torker $149
MOPAR 273-360 V8
365-2176 Performer $135
365-3475 SP-2P 4V $136
365-5276 SP-2P 2V $134
365-2735 Torker $139
365-2915 Victor Jr. $159

MOPAR 361-400 L.B.
365-3010 Torker $139
MOPAR 413-440 Hi B.
365-2191 Performer $139
365-3315 SP-2P 4V $139
365-3015 Torker $139
CHEVROLET 283-400
365-2101 Performer $ 89
365-3000 SP-2P 4V $119
365-5201 SP-2P 2V $119
365-2725 Torker $125
365-2101 Hi Riser $ 89
365-2975 Victor Jr. $139
365-2976 Victor 4x4 $139
CHEV 396-454 OVAL
365-2161 Performer $129
365-3440 SP-2P 4V $129
365-2740 Torker $135
CHEV 396-454 RECT.
365-2745 Torker $135
365-2645 Hi Rise $133
365-2910 Victor Jr. $152
OLDS 330-455
365-3380 SP-2P 4V $149
365-2720 Torker $139
PONTIAC
365-2156 Performer ?
GM V8
365-2186 Performer ?
AMC 290-401
365-2131 Performer $135
365-3430 SP-2P 4V $136
365-2930 Torker $136

Manifolds & Carbs in this column "Not Legal for Sale or Use in Calif. on Pollution Controlled Motor Vehicles."

CARTER

ELECTRIC FUEL PUMPS

295-4594 Race Pump $37
295-4070 Street Pump $32

MECHANICAL SUPER PUMP

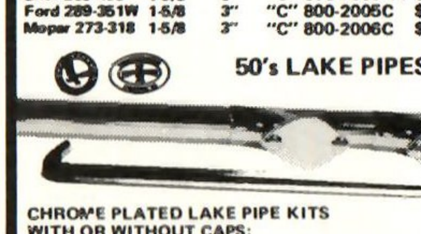
295-000 Ford, Chev, Pontiac, Chrysler & A.M. V8s $26

Holley

CHEV 283-400 c.i.
520-30036 Dominator II $158
520-30028 Z Series $131
520-30035 Street Dominator $ 92
520-3002 Strip Dominator $131
CHEV 396-454 OVAL
520-3003 Street Dominator $138
520-3004 Strip Dominator $158
CHEV 396-454 RECT.
520-3005 Strip Dominator $154
MOPAR SMALL BLOCK
520-3007 Strip Dominator $137
520-30029 Z Series $156
FORD STREET DOMINATOR
520-3006 289-302W $136
520-30018 351W $151
520-30012 351C $149
520-30020 351M-400 $145
520-30011 332-428 $186

CARTER **CARBS**

295-9510	500 cfm	$117
295-9635	625 cfm - Chev	$119
295-9636	625 cfm - Ford	$119
295-9637	625 cfm - Mopar	$119
295-9810	800 cfm	$157



MOROSO

CHROME STEEL PANS

	Pan	Pickup/Price	
660-1950 Chev S.B.	9½"	$101	660-2415 $14
660-1951 Chev S.B.	8¾"	101	660-2417 19
660-1953 Chev S.B.	8¾"	122	660-2417 19
660-1955 Chev B.B.	9¾"	117	660-2445 15
660-1956 Ford S.B.	10"	146	660-2450 20
660-1957 Mopar S.B.	10"	99	660-2470 22
660-1958 Mopar 'B'	7"	99	660-2475 23

*Needed additional oil capacity.
*Show Chrome quality.
*Fully baffled, precise fit!

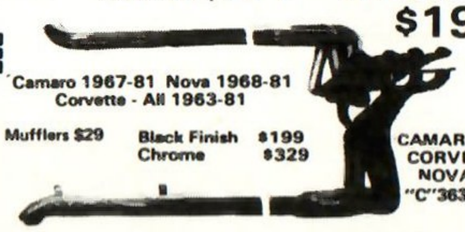
EAGLE SIDEMOUNT HEADERS

Camaro 1967-81 Nova 1968-81
Corvette - All 1963-81

$199

MUFFLERS **$29** pr.

Mufflers $29 Black Finish $199
Chrome $329



CAMARO CORVETTE NOVA "C"363-003

EAGLE HEADERS

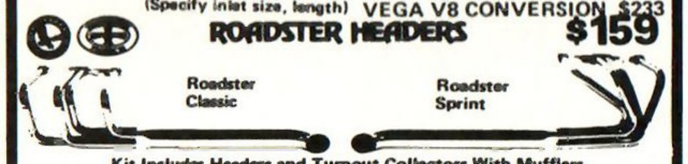
ALL CARS, TRUCKS, VANS – COMPLETE WITH STREET HOOK-UP

Header Mufflers $15
Turbo Mufflers $15
(Specify inlet size, length)

$69 pr. "C"363-001

VEGA V8 CONVERSION $233

ROADSTER HEADERS **$159**



Roadster Classic
Roadster Sprint

Kit Includes Headers and Turnout Collectors With Mufflers

SPRINT STYLE

Engine	Pipe Size	Collector	Chrome		Unchromed	
Chev 265-400	1-5/8	3"	"C" 363-1602-11	$219	"C" 363-1601-10	$159
Chev 396-454		3½"	"C" 800-2004C	$319	"C" 800-2004B	$209
Ford 289-351W	1-5/8	3"	"C" 800-2006C	$319	"C" 800-2006B	$209
Ford 390-427		3½"	"C" 800-2007C	$319	"C" 800-2007B	$209
Mopar 273-318	1-5/8	3"	"C" 800-2009C	$319	"C" 800-2009B	$209
Mopar 383-440		3½"	"C" 800-2010C	$319	"C" 800-2010B	$209
CLASSIC STYLE						
Chev 265-400	1-5/8	3"	"C" 363-1606-11	$219	"C" 363-1605-10	$169
Ford 289-351W	1-5/8	3"	"C" 800-2005C	$319	"C" 800-2005B	$209
Mopar 273-318	1-5/8	3"	"C" 800-2006C	$319	"C" 800-2006B	$209

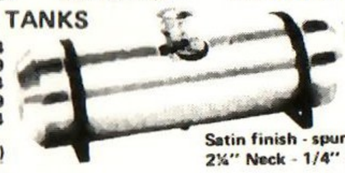
50's LAKE PIPES **$44** 60" OPEN

CHROME PLATED LAKE PIPE KITS WITH OR WITHOUT CAPS:

Lake Pipes	2" w/o Caps	2" w/Caps	With 3 Caps
60"	365-1260 $44	365-1263 $54	365-1264 $79
70"	365-1270 $49	365-1273 $59	365-1274 $84
80"	365-1280 $54	365-1283 $64	365-1284 $89

ALUMINUM FUEL TANKS **$54** 5 gal.

353-5 Gal.	8"x24"	$54
353-6 Gal.	8"x30"	$59
353-7 Gal.	8"x33"	$64
353-10 Gal.	10"x30"	$69
353-11 Gal.	10"x33"	$74



(Mounting bracket included)

Satin finish - spun aluminum
2¼" Neck - 1/4" Outlet

CENTER LINE RACING WHEELS

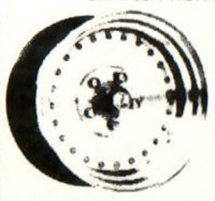
SIZES:
3½ x 15 to 16 x 15

Open End Competition Lug Nuts $2

*Specify 3-5/16 or 4-7/8 rear spacing
**Rear back spacing – 7-1/4"
***Rear back spacing – 3-7/8"

SIZE	PRICE EA.
14x7	$115
15x3½	99
15x5½	115
15x7	116
*15x8½	120
*15x10	149
*15x12	165
*15x13	175
**15x14	185
**15x15	192
***16x14	198
***16x15	208

$99 3½ x 15 FRONT



CENTERLINE WHEELS

CENTER LINE RACING WHEELS

CHAMP 500 WHEELS **$175** 14 x 6 Size

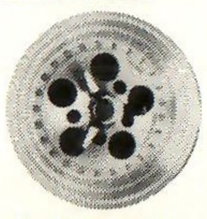
NEW! LOW PRICES!

14x6	$175
14x7	184
15x4	179
15x6	183
15x7½	185
15x9	190
15x10	200
15x12	210

Forged Lug Nuts Add $2.50 Each

KNOCK-OFFS INCLUDED

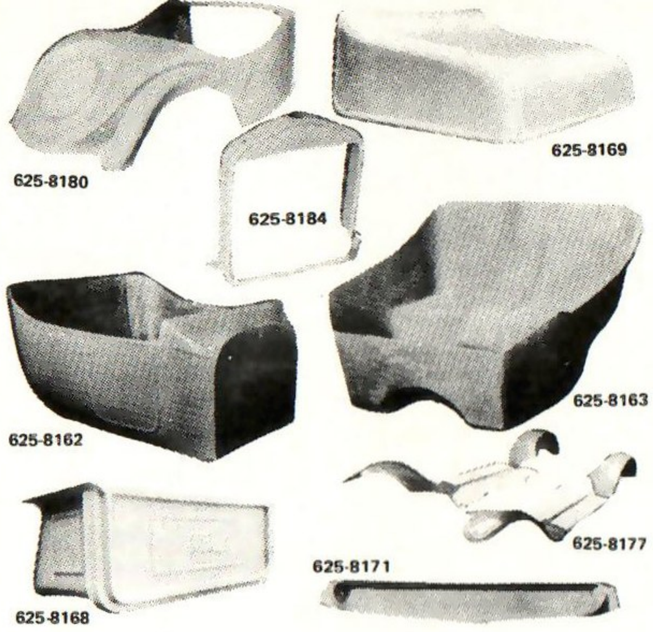
GO FIRST CLASS!



CENTERLINE RACING Engraved on each wheel

4½ - 4¾ - 5" Bolt Circle

SEND $1 + SASE FOR OUR NEXT 3 CATALOGS



625-8180
625-8184
625-8169
625-8162
625-8163
625-8168
625-8171
625-8177

625-8162	23T Bucket w/Firewall, Dash, Mounting Flange to Frame $199
625-8163	23T Bucket Insert w/Seats, Floor, Driveshaft Tunnel $129
625-8166	23T Turtle Deck w/Opening Lid $79
625-8168	23T 14" Pick-Up Bed (One Piece) $79
625-8169	23T One-piece Turtle Deck $49
625-8170	23T 20" Pick-Up Bed w/Opening Tailgate $89
625-8171	23T "Tunneled" Dash $25
625-8172-3	23T Running Boards (pair) $59
625-8176-7	23T Front Fenders (pair) $129
625-8178-9	23T Rear Fenders (pair) $89
625-8180	1932 Austin Bantam Body $239
625-8182-3	23T Splash Aprons (pair) $59
625-8184	23T Grille Shell $35
625-8185	23T 20" Pick-Up Bed (One Piece) $89

MAS

SINGLE SPRING SUSPENSIONS - TWO STYLES!

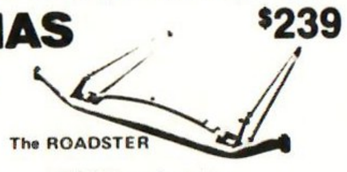
48" C to C – .250 Wall Tube Axle

Kit Includes Axle, Spring, Shackles, 27" Radius Rods, Swivel Mounts, Clevises

$249 The CLASSIC

0-2-4-6" Drop Available

$239 The ROADSTER



0-3-5" Drop Available

When ordering, specify:
1¾ or 2" O.D. axle
Top, Front, Rear of Axle Spring Mounting
Spindles: 40-48 Ford, 49-54 Chev, 60-63 Econoline

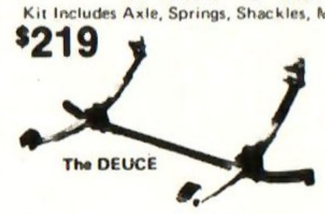
Add: $10.00 for Special Width Axles
$10.00 for 36" Radius Rods – $20.00 for 48" Radius Rods

DUAL SPRING SUSPENSIONS - TWO STYLES!

48" C to C – 2" O.D. – .250 Wall Tube Axle

Kit Includes Axle, Springs, Shackles, Mounting Brackets, U-Bolts, Spring Pads

$219 The DEUCE



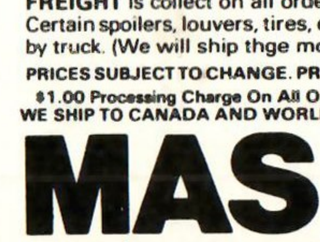
0-2-4-6" Drop Available
When ordering, specify:
Spindles: 40-48 Ford, 49-54 Chev, 60-66 Econoline

$219 The PHAETON

Stock Drop (3" Under Straight)
Perfect for Early Chevies

CHROME SHOCKS

9" to 15" Open
625-0200 $39



8¾" to 13" Open
625-0200A $39

MAS 23T ROADSTER CHASSIS

0210
0230
0120

TOP BOW KIT **$69**

625-1408

OUR KIT FEATURES ORIGINAL SILHOUETTE, FOLD DOWN DESIGN AND HARDWOOD HEADBOARD. FITS "SQUARE TOP" WINDSHIELD – OTHERS WITH MODIFICATIONS

0120 For use in building full fendered Model T $199
0210 For use when building T w/coil spring or quarter eliptic suspensions $229
0230 Can be used for chassis w/quarter eliptic or transverse rear & suspension $189

HOW TO ORDER:

EVERY PART is custom designed for each application. Give **YEAR, MAKE** and **MODEL**.

TO ORDER, send a **MONEY ORDER for AT LEAST** 50% (personal checks will delay your order 6 weeks.) Canadian orders must be credit card or paid in full — U.S. funds.

PHONE ORDERS accepted if you have Visa or Master Charge. Give number and expiration date when ordering.

$1

CALL US if you need assistance or have questions. Return of merchandise NOT ACCEPTED unless defective.

SEND 3 FOR NEXT CATALOGS

(612) 377-6707

FREIGHT is collect on all orders. We ship UPS when possible. Certain spoilers, louvers, tires, etc. are too large and must be sent by truck. (We will ship thge most economical way possible.)

PRICES SUBJECT TO CHANGE. PRICES APPLY TO MAIL ORDERS ONLY.

$1.00 Processing Charge On All Orders!
WE SHIP TO CANADA AND WORLDWIDE

MAS racing products

SEND $1 FOR NEXT 3 CATALOGS

2538 HENNEPIN AVE.–DEPT. RA5-3
MINNEAPOLIS, MINNESOTA 55405

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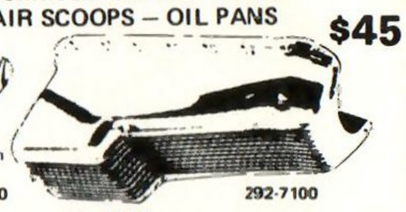
Mopar Sm. Block	660-6815	32	660-6816	42
Mopar 361-440	660-6817	34	660-6818	45
Ford Windsor	660-6819	33	660-6820	38
Buick V6	660-6823	27	660-6824	37
Chevy V6	660-6825	26	660-6826	37
Pontiac V8	660-6827	29	660-6828	39
Pushin Breathers & Grommets	660-6872-7	$9	660-6874-7	$9
Alum. Wing Nuts (4)	660-6860	8	660-6861	12
Hold-Down Tabs	660-6850	4	660-6851	6

FINNED ALUMINUM COMPETITION AIR SCOOPS – OIL PANS **$45**

CAL CUSTOM

SHAKER
Fully Chromed! Available for all 2, 3, 4 bbl. carbs! Low restriction 10" paper filter 292-1245 $55
292-1246 Replacement Filter $10



292-7100

292-1160 **$36**

OIL PANS
292-7100 Chev 265-400 $45
292-7101 Ford 221-302 $45

INJECTOR
Fully Chromed Finned Design! Available for all 2, 3, 4 bbl. carbs! Low restriction reusable filter.
292-1160 $36

292-4010
14 x 10¼ x 2¾

$24 BOLT-ON!

DUMMY SPOTLIGHT

292-4003 **$25** ea.

ELECTRIC DOOR KIT

KIT FOR 2 DOORS **$44** 292-4000

POWER TRUNK

$19 292-4002

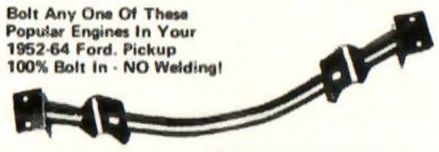
TURBO ADAPTOR **$39** 915-0047

Adapt Buick, Olds, Cadillac & Pontiac Turbo 350-400 Transmissions to CHEVROLETS!

Write For Other Transmission Adaptors Available.

FORD P.U. MOUNTS **$49** ALL MODELS

Bolt Any One Of These Popular Engines In Your 1952-64 Ford. Pickup 100% Bolt In - NO Welding!



TRANSMISSION MOUNT FOR TURBO or C6 FORD 915-4136 $19

915-4037 332-428 Ford
915-4685 429-460 Ford
915-4145 221-400W Ford
915-4102 Any Chev V8

MR GASKET CO

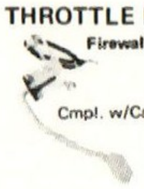
670-6276

$17 Cpl.

BATTERY CUT-OUT SWITCH

The solution to the dead battery problem in cars that don't get driven often enough or that discharge when not in use.

THROTTLE KITS



Firewall Cmpl. w/Cable

915-4166 $29

UNIVERSAL PEDALS **$29**

Dual 915-4149 $39
Single 915-4148 $29
Firewall Mount Swing Pedals

MR GASKET CO

CHROME WATER NECKS

FORD 1923 T STEEL GRILLE SHELLS Stamped with FORD Script

910-123C Chrome, Cpl. $129
910-123 Unchromed $ 69
(prices include both upper and lower sections)

670-3661

670-3660

670-3662

Top quality, triple-chrome plated water necks replace original equipment. These are the finishing touch for your custom engine. Each kit is complete with plated bolts and gaskets.
670-3660 Chevrolet V8, 55-65; Corvette V8, 56-63; Chevy II V8, 1964 $6
670-3661 Chevrolet, Camaro, Chevelle, Chevy II; Corvette V8, 66-73; Chevrolet V8 1/2 ton truck, 66-73 $6
670-3662 Ford 289, 302, 351W $6
670-3666 Mopar, all V8 engines $7

STEP PLATES – 6½ x 8½ **$39** pr.

Polished aluminum with contrasting emblems.

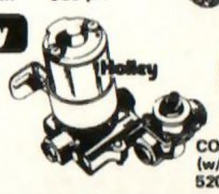
Polished Aluminum, Available for:
675-762 Ford $39 pr.
675-765 Chev $39 pr.
675-766 Dodge $39 pr.
675-767 Plymouth $39 pr.

OIL FILTER COVERS

Holley

Cast aluminum with polished fins! Slips over any spin-on filter & one bolt holds it in place!

$21 915-1029



$45 STREET 520-12-801

$64 COMPETITION (w/Regulator) 520-12-802

FUZZY DICE From the 50's!

NEW! The "Long Hairs" $5.95 - 6 for $30

The following feature long, shaggy fur! Fur is over 2" long!
11-170 Black/White Dots
11-171 Red/White Dots
11-172 Blue/White Dots
11-173 White/Black Dots
11-174 Pink/Black Dots
11-175 Green/White Dots
11-176 Yellow/Black Dots
11-177 Brown/White Dots
11-178 Orange/White Dots
11-179 Light Blue/White Dots

FOAM DICE
11-191 Red/White Dots
11-192 Blue/White Dots
11-195 Green/White Dots
11-196 Yellow/Black Dots

$1.95 pair
6 for $10

NEW! FUZZY DICE!
11-180 Black/White Dots
11-181 Red/White Dots
11-182 Blue/White Dots
11-183 White/Black Dots
11-184 Pink/Black Dots
11-185 Green/White Dots
11-186 Yellow/Brown Dots
11-187 Brown/White Dots
11-188 Orange/Brown Dots
11-189 Light Blue/White Dots
11-190 Navy Blue/White Dots
11-193 Tan/Brown Dots
11-197 Burgundy/White Dots
11-198 Silver Grey/Black Dots

$4.95 pair
6 for $25

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